

# COACH AND BUS

The PSV Industry's News Weekly

## WEEK

ISSUE 45 DECEMBER 26 1992

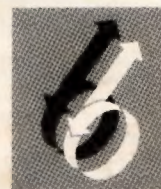


### MMC LAUNCHES MID-KENT PROBE

Maidstone faces Monopolies and Mergers Commission investigation.....Page 5

### THAT WAS THE YEAR THAT WAS

The start of a two-part feature reviewing a momentous year .....Pages 6-9



BRITISH BUS  
PLC

### NEW IDENTITY FOR DRAWLANE

Chief executive Dawson Williams on the future for British Bus plc .....Page 31

### REGULARS

P3.....	COMMENT
P4 & 5 .....	NEWS
P6-9.....	NEWS REVIEW
P11.....	MARKSMAN
P12 .....	DIARY
P14 .....	LETTERS
P15 .....	FEATURE
P16 & 17 .....	LICENSING & LEGAL
P19 & 20.....	TOURISM
P31 .....	NEWS FEATURE

## DOBSON'S CHOICE

A heart-warming  
Christmas tale



# Carlton P.S.V.

## DAF

**1989 MB230 CAETANO ALGARVE** (3.55m), 11.6 litre, ZF gearbox, 53 recliners, courier seat, curtains, carpets, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, MoT Aug '93. Stock No. 2001.

**1988 MB230 CAETANO ALGARVE** (3.55m), 11.6 litre, ZF gearbox, 49 recliners, courier seat, curtains, carpets, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, toilet, MoT May '93. Stock No. 2

**1983 SB BERKHOF ESPRIT**, 8.6 litre, ZF 6 sp gearbox, 53 recliners, footrests, courier seat, radio/PA/cassette, power door, driver's bunk, MoT Apr '93. Stock No. 2103.

## VOLVO

**1974 B58 PLAXTON ELITE III** with MK IV front, 51 seats, radio, side lockers, MoT March 1993. Stock No. 2094.

**1983 B10M DUPLÉ LASER**, 12 metre, 57 seater, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 19.07.93. Stock No. 1074.

## LEYLAND

**1982 LEOPARD DUPLÉ DOMINANT**, 51 reclining seats, double glazing, curtains, 6 speed gearbox, side lockers, MoT March '93. Stock No. 9033.

## TOYOTA

**1989 CAETANO OPTIMO**, 18 seater, armrests, curtains, carpet, hot drinks facility, power door, boot, MoT July '93. Stock No 2098.

## NEOPLAN

**1987 JETLINER**, 11 litre, Scania engine and manual gearbox. This vehicle has just been extensively refurbished inside and out in our workshops. Now fitted with the new style Neoplan front, 49 newly remounted reclining seats, courier seat, rear floor mounted toilet, and rear full height continental door. To be sold with cherished number plates, finished in attractive light bronze with colour co-ordinated stripes - recently MoT'd. Stock number 2087. To be sold with private plates ..... **£49,500**

**1983-89 SKYLINERS MERCEDES V10** ZF manual gearboxes, 71-77 seats, toilet, water boilers, 2 tables, various specifications ..... **from £40,000**

**1988 SKYLINER MERCEDES V10** auto gearbox. Ref P1 ..... **£79,500**

**1987 SKYLINER GARDNER 6LYT** auto gearbox, choice of 2. Ref P2/3 ..... **£65,000**

These 3 vehicles are fitted with 75 recliners, courier seat, toilet, water boiler, 2 tables, etc, all with new and long MoT's.

## MINIBUS

**1989 TALBOT PEUGEOT TRIAXLE PULLMAN EXPRESS**, 2.5 Diesel, 22 seats, plus 7 standees, Pullman body, Dip-Tac specification, power door, destination box and gear, MoT September '93. Stock No. 2089.

ALL ROADS  
LEAD TO



AT JUNCTION 1, M18  
ROTHERHAM  
South Yorkshire

## THE BUS & COACH MART

**WE WISH ALL OUR CUSTOMERS  
A MERRY CHRISTMAS AND A  
PROSPEROUS NEW YEAR**

**1989 ENSIGN CHARISMA MERCEDES**, 6spd manual gearbox, air conditioning, 49 recliners, curtains, carpets, courier seat, radio/cassette/PA, centre u/floor toilet, drinks facility, cont. door, drivers bunk, MoT April '93. Stock MO48 ..... **£54,000**

**1983 NEOPLAN CITYLINE** 18 engine, 53 recliners, o/s centre door, drinks machine, Webast seat, long MoT. Ref A1 ..... **£33,500**

**1986 LEYLAND TIGER 245 PLAXTON 3500**, ZF 6 sp gearbox, 49/51 reclining seats, foot rest, courier seat, rear cont. door, power door, grey interior, orange curtains, MoT April '93. Stock No. M053 ..... **£43,500**

CARLTON PSV SALES, SANDBECK WAY, EUROWAY ESTATE, HELLABY, ROTHERHAM, SOUTH YORKS S66 8QL

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## AVAILABLE NOW NEW TOYOTA CAETANO OPTIMO II 21 Seaters Choice of Interior Colours

**BOVA 1989 FUTURA FHD 12.290 INTEGRAL 12M**, 49 str., centre sunken toilet, continental door, double glazing, curtains, courier seat, water boiler, no rear window, cream/green/gold.

M.O.T. 1993

**BOVA 1989 FHD 12.290 INTEGRAL 12M**, 51 seats (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, cream/orange.

M.O.T. 1993

**LEYLAND 1989 (August) TIGER (260 BHP) DUPLÉ 320 12M**, 53 recliners, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow.

M.O.T. 1993

## AVAILABLE JANUARY 1993 NEW BOVA FUTURA FHD 12.290 INTEGRAL 12M - 51/55 Seats

**DAF 1987 DKLV PLAXTON PARAMOUNT 3500 12M**, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for TV/video, TELMA, ABS anti-lock braking, cream/duo blue.

M.O.T. MAY 1993

**BOVA 1989 FHD 12.290 INTEGRAL 12M**, 51 seats grey/red moquette (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, cream/orange.

M.O.T. MARCH 1993

**VAN HOOL 1986 ACRON T815 INTEGRAL 12M**, DAF powered, 49 recliners, brown moquette, centre sunken toilet, continental door, berth, double glazed windows, blinds, drinks machine, fridge, courier seat, wired TV/video, cream/green.

M.O.T. JUNE 1993

**DAF 1987 DKLV CAETANO ALGARVE 12M**, 49 recliners, brown/beige moquette, centre sunken toilet, continental door, double glazed side windows, courier seat, TELMA retarder, power entrance door, white/blue.

M.O.T. MAY 1993

**LEYLAND 1984 TIGER 245 PLAXTON PARAMOUNT 3500 12M**, 49 recliners, beige/brown stripe moquette, rear sunken toilet, coffee machine, fridge, cream/maroon.

M.O.T. JAN 1994

**LEYLAND 1989 TIGER (260 BHP) PLAXTON PARAMOUNT 3200 12M**, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow.

CHOICE OF 2 IDENTICAL VEHICLES.

M.O.T. 1993

**LEYLAND 1983 TIGER 245 PLAXTON PARAMOUNT 3500 12M**, 49 recliners, red moquette, sunken toilet at O/S rear, continental entrance door, berth, drinks machine, plug-type power entrance door, courier seat, wired for colour monitor and video, white/red.

M.O.T. MARCH 1993.

**DAF 1985 SB2300 JONCKHEERE JUBILEE P599 12M**, 49 recliners, grey/orange moquette, centre sunken toilet, continental door, berth, courier seat, water boiler, fridge, splitter gearbox, white/red/gold.

M.O.T. APRIL 1993

**MERCEDES 1988 (August) 811D (turbo charged) REEVE BURGESS BEAVER**, 33 coach seats, grey/red moquette, finished white/red/black.

M.O.T. JUNE 1993

**DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M**, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.

M.O.T. FEB 1993

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### TRADE DESCRIPTIONS ACT

In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

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**MOSELEY**



*Dear Uncle Roger,*

Thank you very much for your Christmas gift of a £15.5 million bus priority token, which we look forward to spending in the coming year.

Although £15.5 million sounds like an awful lot of money, we are sure you will agree we are going to spend it wisely or you wouldn't have given it to us in the first place. The Leeds guided bus, the bus lanes and priorities in Manchester and Middlesbrough and Birmingham, the real-time passenger information in Blackburn and the park-and-ride schemes in Bristol, Chester and Norwich, and the rest are all sorely needed.

The real question is, is it enough?

This is the season of goodwill, and we don't want to spoil things by mentioning the recession, so we won't. Instead, let's talk about the green shoots of spring and the coming (please) economic recovery.

Cast your mind back three or four years, Uncle Roger. In those days, before Great Aunt Margaret went away, the economy was booming and

---

**And that's the real point of this letter. We're most certainly not ungrateful and we certainly don't want to seem greedy, but we do need to plan more than a year ahead at a time**

---

everyone complained about the resulting traffic congestion. The traffic doesn't seem so bad at the moment, but as the economy gets better it can only get worse.

And that's the real point of this letter. We're most certainly not ungrateful and we certainly don't want to seem greedy, but we do need to plan more than a year ahead at a time. So what we're after, Uncle Roger, is some kind of long-term commitment. The thing is, it may well be that we have to ask for an even bigger Christmas present next year. It may seem to the rest of the family that we are being a little greedy, but we're sure they will understand that it's not really for us, it's for all of us.

With our best wishes for the new year

*The British coach and bus industry*

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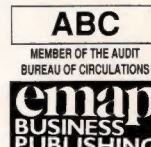
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## COACH

### Completing the set

THE Kings Ferry of Gillingham now has a full set of Berkhof products with the delivery of two Berkhof Excellence 2000HD-bodied Scania K113TRA double deckers (above).

Already in the fleet are examples of all others in the Berkhof Excellence range available in the UK market place - 1000 Midi, 1000, 2000, 2000HL and 2000HD.

The deckers are powered by Scania 363 bhp engine driving through GR801/CS seven-speed gearbox with Comfort Shirt easy gear change.

Specification includes 76 reclining seats, Suttrak air-

conditioning, double-glazing, toilet, fridge and hot water boiler, crew seat, and Blaupunkt audio system.

● Starline Travel of Knutsford is the second operator to take a 10-metre Berkhof-bodied Dennis Javelin.

The 3.47-metre high coach is fitted with rear kitchen/servery and floor-mounted toilet.

It has seating for either 36 passengers in reclining seats or 32 passengers with two tables.

Coach and Bus Week has road tested this coach and a full report will appear early in the new year.

## BUS

# Freeman gives £15m bus boost

By Richard Simpson

PUBLIC transport minister Roger Freeman has allocated £15.5 million to local authorities for measures to promote bus use in the next financial year. This is an increase of £9.5 million over the original budget and marks the success of the BCC's two-year *Buses Means Business* campaign.

Some of the most interesting projects allocated cash include the Leeds guided bus scheme; a Data Trak vehicle detection and real-time passenger information system for Nottingham; and the south and west London bus demonstration project.

Park-and-ride schemes in Gloucester, Winchester, Norwich, Oxford, Bristol, Cambridge, Chester and Exeter will also receive support, along with various bus

priority and traffic management schemes.

In a written answer to a Parliamentary question from Jim Lester MP, Mr Freeman said: "I am delighted that we have been able to increase substantially the level of resources available for measures to support bus use."

"This is in response to increased interest from local authorities in the role of the bus in helping to alleviate road congestion. The allocations will enable authorities to continue schemes funded in 1992-93 and to introduce many new ones."

The BCC is pleased with the positive response to its campaign. Its president, Bill Cottham, said: "For rel-

atively modest sums, enormous progress can be made in getting Britain moving again."

"Roger Freeman has consistently pressed the case for the bus and we are very pleased that he has been able to secure additional funding for much-needed bus priority schemes."

"BCC originally proposed a package of demonstration projects at a cost of £17.5 million and this has been exceeded by more than £4 million."

"The enthusiastic response from local authorities, with 182 bids for projects proposed by a total of 79 councils and passenger Transport Authorities proves that the bus is about to return to centre stage in the transport arena."

## COACH AND BUS

# Drawlane renamed - now it's British Bus plc

INDUSTRY giant Drawlane has been renamed British Bus plc following the departure of Ray McEnhill and Adam Mills for National Express (Coach and Bus Week, December 5).

The change establishes the bus company's identity as being entirely separate from the coach marketing

operation. British Bus plc chief executive Dawson Williams said: "Our over-riding principle will be to continue the policy we have developed over the past two years, to continue to trade profitably and to seize every opportunity to acquire business that will provide sound growth for the

group, in the UK, in Europe and worldwide. We are justifiably proud of the strong management teams we have in our subsidiaries and they have given their commitment to the company's continuing development."

Since 1990, Drawlane's operating profits have increased by 350 per cent,

and the new company will enjoy the continuing support of the Bank of Boston.

Ian Harvey, senior vice president of the bank, said: "We are pleased to continue to support Dawson Williams and his colleagues."

■ Feature: Page 31.

## BUS

# Beginning of end for RMs

THE end of crew operation in Carlisle was signalled when transport minister Roger Freeman launched the first of 40 new Volvo B10M buses for Cumberland's city services.

Cumberland's £3 million investment will transform all city services at the beginning of next year, with the opportunity being taken to retrain all 120 drivers in modern standards of customer service.

The route network will not be changed dramatically but a new colour guide and timetable is being distributed door to door, with

all city bus stops being replaced to show frequency and fares information.

Cumberland's Routemaster fleet will be retired but, as some routes will no longer have conductors, city centre stops will be manned by 'customer carers' from mid morning onwards.

The carers will sell tickets in advance, keep an eye on timekeeping and issue information in a unique combination of the duties of conductor and inspector.

The company pledged itself to keeping fares stable for a third year and is to introduce further local fare

bargains. Welcoming Mr Freeman to Carlisle, Stagecoach Holdings chairman Brian Souter said the company was proud of what it had been able to achieve for the city.

"We have made this unprecedented investment in Carlisle because we are convinced that, in a city such as this now starting to get clogged with congestion, the bus that's modern and environmentally friendly does really offer the only chance of a fundamental change of direction away from the destructive dominance of the car."

CBW



Carlisle Routemasters face retirement





Maidstone &amp; District facing complaints

■ BUS

# Maidstone complaints go to MMC

By Mark Williams

COMPLAINTS about predatory pricing and overbussing by Maidstone & District have been referred to the Monopolies and Mergers Commission for investigation.

Alleged anti-competitive behaviour in the bus war between M & D and several other independent operators, including Bygone Buses, Mercury and Turners, reached the ears of the OFT this summer.

According to complainants, M & D has run services uneconomically, parked vehicles in bus stops, and refused access to bus stations which it manages.

The MMC now has six months to decide whether a monopoly exists in mid Kent and if it operates against the public interest. If it believes this is so, the Secretary of State can then authorise

remedial action.

"I have been the Director General of Fair Trading for six months. During that time, I have noticed the large number of complaints which my office receives alleging anti-competitive behaviour by bus companies," said Sir Bryan Carsberg, who took over from Sir Gordon Borrie.

"I am determined to take action against anti-competitive behaviour in the industry so that the benefits that competition brings to passengers, in terms of increased efficiency and improved services, can be realised."

Maidstone & District says it will be co-operating with the MMC fully but says referral was "unnecessary

and unjustified."

"We believe that the so-called dominant position that this company has acts firmly in the public interest, and we are confident that this will be demonstrated by the MMC report," says an official statement by managing director Steve Trennery.

The rest of the statement suggests M & D will attempt to defend itself on the grounds that its alleged attempts to create a monopoly in Mid Kent have not acted against the public interest, since it provides a network of services, and reinvests its small profit - five per cent on turnover in the '91/'92 financial year - in new equipment.

Mr Trennery said its referral would not be without cost: "It is very time consuming and very expensive,"

he said. M & D will be represented by specialist solicitors.

The company has been involved in some heated exchanges with other operators in the town before and since its acquisition of the remaining assets of Boro-line - chiefly its depot.

Buses deliberately blocking stops caused the police to threaten to book any offending vehicle for parking offences earlier in the year.

Ken Morgan, who runs one of the independents, Bygone Buses, said the decision gave him no joy: "This could have been resolved back in May, when I offered to sort things out," he said. "Perhaps we can now get on and do our jobs. The summer has cost us all a lot of money."

■ BUS

## Law Lords back MMC appeal

THE Law Lords have upheld the Monopolies and Mergers Commission's right to declare against South Yorkshire Transport (*Coach and Bus Week*, December 5).

In a case which will have far-reaching implications, the Lords upheld the MMC appeal by a five-to-one majority, and forced SYT to agree to sell its acquired companies that have been amalgamated into the low-cost Sheaf Line unit.

Led by Lord Mustill, the Lords cited the Monopolies and Mergers Commission's case against Badgerline as evidence of the meaning of "substantial part of the UK."

Even though the area in the Badgerline case was smaller than that in the SYT one, Lord Mustill held that

"we find the commission equating 'substantial' with 'something real or important'.

"Accordingly, although I appreciate the reasons why in the court below it was held that the commission had entirely misunderstood the contents of the words 'a substantial part,' I have come to the conclusion that the report does not disclose this fundamental mistake."

SYT now faces legal costs of at least £1 million, and the need to agree disposal of the acquired businesses with the Office of Fair Trading.

The rest of the industry has to face further MMC action, particularly in the case of Stagecoach in Hastings and Caldaire at Trimdon.



SOUTH Yorkshire Transport managing director, Peter Sephton (above) is pinning his hopes on the slim chance of President of the Board of Trade Michael Heseltine deciding that divestment of SYT's acquisitions is no longer mandatory.

Mr Sephton expressed disappointment at the House of Lords result, particularly as SYT had won the case in the two lower courts.

The company had always argued that its acquisitions were in the public interest and its owners, the passenger transport authority, had believed higher standards would be offered by bringing

■ BUS

## Sephton hopes for DTi reprieve

the smaller companies into the ownership of SYT.

"SYT had intended to lift the quality standards within SUT/Sheaf Line," Mr Sephton said. "Basic standards had already been addressed and we had begun to purchase high-quality used buses for the fleet."

There had been a big increase in competition in Sheffield in the three years since the case began. "We are hopeful that Mr Heseltine will recognise the very different competitive environment in South Yorkshire and Sheffield in particular, since the investigation began."

CBW

■ MUNICIPAL Bournemouth Transport wants to buy a small fleet of ultra-low floor buses in 1993, but needs a local authority contribution towards the extra cost.

Managing director Ted Reid said recent pedestrianisation of the town centre had created an opportunity to improve the bus service in the central area. Three or four low-floor buses would be required initially, said Reid: "We would then conduct an experiment in the town centre and, if that works, go for low floors on a larger scale."

The initial order depends on Bournemouth or Hampshire councils funding the additional cost over the price of double deckers.

■ TRAVELLERS Fare, the BR catering outlet which was bought out by its management in 1989, has been sold on to Compass catering which is to pay £32 million for its Casey Jones and Upper Crust station outlets. Travellers Fare, which was privatised for around £12 million, employs 3,000 staff in over 280 outlets and made a pre-tax profit of £3.6 million in 1991/'92.

■ Residents are enlisting the help of the Council for the Protection of Sensitive Sites from Superstores to fight plans for a giant Tesco superstore at Meadowhead in south Sheffield.

The company faces a public inquiry in February over a 70,000 sq ft development on South Yorkshire Transport's sports ground at Greenhill which is owned by South Yorkshire PTE.

■ LONDON Buses is retrofitting Telma retarders to nearly 400 of its Dennis Dart midibuses, standardising the vehicles to the latest production specification. All LB's Darts will be fitted with Focal 90 retarders at Dennis' Guildford service centre. The modification will improve passenger comfort and safety as well as increasing the life of the Dart's service brakes.

The Telma is capable of providing up to 80 per cent of the Dart's braking requirements and offers three levels of retardation which are progressively triggered as the vehicle's brake pedal is operated.



# That was the year that was - 1992 review

**Y**ES, 1992 was the year the bus and coach industry bottomed out. New bus and coach sales started to pick up, although full-size bus purchases still fell.

The Conservatives were re-elected for another term and we got yet another new Transport Secretary, but kept Roger Freeman as Minister and gained another Minister for Transport in London.

EuroDisney opened in France, but drivers' facilities were non-existent because it was thought that drivers preferred to pay to visit Mickey Mouse.

Bus priorities gradually improved, especially in London, but in Sheffield the deputy traffic commissioner called time on unchecked competition.

The Blackpool Coach Rally failed to materialise for its 32nd appearance, and the Southampton Rally returned to Brighton and pouring rain.

The following week by week summary, of the major events of 1992 in the coach and bus industry, listed as they appeared in *Coach and Bus Week* serves as a useful index for all back copies.

## January 11th

National Welsh went into administrative receivership as creditors ran out of patience and other operators including South Wales Transport registered replacement services.

Shearings' bus services in the north west transferred to Ian Longworth's Timeline as the tour giant centralised its management at Wigan.

Strathclyde Buses profit fell to £182,000 (£2.176m) as South Yorkshire Transport lost £102,000 (£1.3m profit in previous year).

Stuart Johnson was ousted from the board of his dealership in Worksop, leaving Scania to run the business on its own.

## January 19th

Proudmutual, the owners of Kentish Bus were expected to buy Maidstone Boro'line, but ended up only buying the LT contracted side of the business.

Year end figures for 1991 showed the lowest ever new vehicle sales with 1,871 new buses and coaches registered (2,630 in 1990) of which only 675 are coaches (1,099).

Bus & Coach Council slammed the Government for allowing an EC directive to reduce speed limits to 62 mph in 1994 to be accepted.

## Andrew Jarosz looks back on the main events of 1992 in the first of a two part news roundup



Capital Citybus floated

## January 25th

National Express offered cut-price tickets on off-peak services to readers of *The Sun* newspaper. It was described as "publicity you couldn't buy."

Go-Ahead Northern launched a new low cost subsidiary in South Shields called VFM (Value for Money) with its own Customer Charter.



National Welsh in receivership

Marshall's of Cambridge planned to re-enter the bus body market after buying the designs, jigs and tools from the receivers of the Carlyle Bus Centre.

Thamesdown Transport took over Kingston Coaches of Winterslow with help from Southampton Transport.

## February 1st

Transport Minister Roger Freeman earmarked 24 different bus priority schemes in the first phase of his £10m handout. £3m was allocated and Sheffield got £350,000. Leeds received funding for its guided bus project.

Federation of Transport Officers (FOTO) in Eire accused its own government of dragging its feet over deregulation in the country.

Eddie Brown Tours of Helperby moved in to bid for, and later secured Yorktour, where Brian and Pat Knowlman were selling up.

## February 8th

TT Tsui's Citybus Holdings, parent company of Hong Kong Citybus and Capital Citybus was floated in Hong Kong.

Scottish Bus Group privatisation netted £102m. The proceeds represented a surplus of £73m over the book value of the group's investment in its subsidiaries.

## February 15th

Department of Trade and Industry clamped down on details for tour operators' brochures in a new consultative document.

Business boomed on Oxford's commuter runs to the capital as both Thames Transit and Oxford Citylink ordered new coaches.

Cannon Coaches of Bolton put its Dutch subsidiary Evag up for sale. Sixteen coaches and property were expected to raise £750,000.

Westminster City Council considered licensing sightseeing tours after failing to agree with the various tour operators that pick up in its area.

Guide Friday won a six-month battle to be ready for operation during Expo 92 in Seville.

## February 22nd

National Welsh receivers sold four depots to a consortium led by Julian Ped-



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Milton Keynes

the agenda.

Cynon Valley Transport pulled out of Merthyr bus war leaving Red & White to take on its 60 staff.

Decision was reserved by deputy traffic commissioner Brian Horner after two-day public inquiry on application to ban some buses from Sheffield's congested roads.

Dublin planned guided busway on disused railway line to Bray subject to grants from EC.

London Buses announced results which were £6 million better netting out at an £81m loss.

## May 2nd

National Express turned in a second half year profit giving a £1.9 million profit for the whole of 1991. Wallace Arnold upped its profit to £3.7 million for the same year.

Steven Norris was appointed Minister for Transport for London.

UK Coach Rally returned to Brighton after three years in Southampton and Tellings Golden Miller's Volvo became Coach of the Year in torrential rain.

EuroDisney opened and the first protests at lack of driver facilities started to roll in.

Dublin launched its first high-frequency minibus route, in spite of threats of strike action.

## May 9th

Terms were agreed to sell Strathclyde Buses to its workforce for £28.1m.

EYMS group of Hull bought Finglands South Manchester Coachways of Manchester in £3.5m deal.

Western Travel purchased a minority shareholding in Circle line and competition between the two ends in Gloucester.

## May 16th

Concessionary fare cuts in Cleveland and Lothian Region hit local bus operators hard.

Pride of the Road sold its South Yorkshire bus workings to rival Yorkshire Traction.

EYMS group Rail UK claimed to

be the first to run scheduled train services as Stagecoach 'haulage contract' on BR trains started.

West Bromwich van conversion specialist Jubilee was bought by its management after the parent company went into liquidation.

West Midlands Travel staff started series of one-day strikes against their own company.

## May 23rd

London Coaches was finally sold to its management after a series of last-minute hitches.

Dennis' parent group Trinity Holdings profit rose by ten per cent to £5.4m.

Strathclyde Buses lost 50 buses worth at least £1.5m in Lockfield Road depot fire.

LBL subsidiary Centre West planned to be the first to use real-time passenger information on a live route.

Stagecoach subsidiary Ribble proposed a cut in wages and conditions for its staff to maintain its route network.

## May 30th

Wrights of Ballymena launched Endeavour bodywork for express coaches using Aluisse construction.

Kingston upon Hull City Transport admitted to losses on engineering, proposed redundancies and called in police investigators.

Three major operators in Scarborough signed a code of conduct for the seafront route.

R & I of London doubled the size of its Milton Keynes operation.

## June 6th

Maidstone Boro'line was closed by receivers, with the depot and some buses being bought by rival Maidstone & District for £975,000.

London Buses announced its intention to introduce low-floor buses to the capital with Government assistance.

Edinburgh's two major operators cut services as loss of concessionary fares support bit hard.

Optare finally admitted to a brand new 8.65-litre DAF engine in its Spectra double decker which is to be introduced on the DAF truck range.

Coach drivers took direct action at EuroDisney in protest against poor facilities.

## June 13th

DTC Brian Horner granted full Sheffield TRC and banned registration of new services. Independents planned to appeal to Secretary of State.

National Express responded to Blue Line Travel of Leeming by cutting its fares to London from Leeds and Bradford by half.

Midland Fox sold off Blands of Stamford to Ralph Garratt who renamed the company Fen Travel.

Cambridge joined the growing number of cities to scrap plans for light rail transit in favour of bus priorities.

Complaints rolled in, as Land Travel of Bath continued to let down its groups

## June 20th

Volvo unveiled British B10B (the successor to the Lynx) and demonstrated the first B6R midibuses.

Badgerline subsidiary Thamesway slashed fares in Southend and launched an assault on Southend Transport's commuter service to London.

Drawlane recorded a profit of £1.077 million, thanks largely to the sale of Speedlink to National Express.

An undischarged bankrupt is exposed for running Overlander of Sheffield, a cut-price



Boro'line closes its gates

challenger to National Express which folded leaving operators unpaid.

South Yorkshire Transport prepared for privatisation by proposing a package of depot closures and redundancies.

## June 27th

Roger Freeman closed the door on single buyer municipal sales and declared that all new sales should be by open tender.

Scottish coach operators hit out at British Rail's price cutting on London services and responded with their own price cuts.

Bus use in Scotland was down by five per cent with former SBG companies bearing the brunt of the fall.

Fen Travel announced the start of competition against Viscount in Peterborough with two minibus routes projected

West Midlands Metro rapid transit plans were put on hold by the Government.

● The second part of the review will appear in a subsequent issue..



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**1992 J DAF SB3000 Auto** Van Hool, Alizee H, 51R/Toilet  
**1992 J DAF SB2700 Auto** Van Hool Alizee H, 51R/Toilet  
**1990 G DAF MB230LB** Van Hool Alizee H, 51R/Toilet  
**1990 G DAF SB3000** Van Hool Alizee DH, 51R/Toilet  
**1990 G DAF SB2305** Van Hool Alizee DH, 51R/Toilet  
**1990 G DAF SB2305 DHTD** Plaxton 3200LD, 53R  
**1989 F DAF MB230LT** Van Hool Alizee SH, 51R/Toilet + Air Con  
**1989 F DAF MB230LT** Plaxton 3500, 53R  
**1989 F DAF MB230LB** Plaxton 3500, 51R/Toilet  
**1989 G DAF SB2305 DHTD** Plaxton 3200LD, 57  
**1989 F DAF SB2305 DHTD** Plaxton 3200LD, 57  
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**1988 E DAF MB230LB** Van Hool Alizee SH, 53R/Toilet  
**1988 E DAF MB230LT** Plaxton 3500, 53R/Toilet

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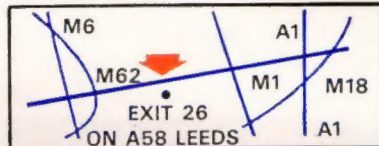
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**1988 E DAF SB2305** Duple 340SL, 53R  
**1988 E DAF SB2305 DHTD** Duple 320SL, 57R  
**1987 D DAF MB230FL** Van Hool Alizee H, 51R/Toilet  
**1987 D DAF MB230FL** Van Hool Alizee H, 55R  
**1987 E DAF SB2305** Van Hool Alizee H, 53R  
**1987 D DAF MB230 FL** Duple 340SL 53R

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**1987 E DAF MB230FL** Plaxton 3500, 55R  
**1987 D DAF SB2305** Plaxton 3500, 49R/Toilet  
**1986 D DAF SB2305 DHTD** Plaxton 3200 LD, 55E  
**1986 C DAF SB2300 DHTD** Plaxton 3200 LD, 53E  
**1990 G VOLVO B10M** Van Hool Alizee SH, 49R/Toilet  
**1986 D DAF MB200FL** Plaxton 3500, 49R/Toilet  
**1989 F VOLVO B10M** Jonckheere Deauville, 49R/Toilet + Air Con  
**1983 Y BEDFORD YNT** Duple Dominant  
**1987 D BOVA FUTURA** 49R/Toilet  
**1986 C BOVA FUTURA** 57R  
**1985 B SCANIA K112** Jonckheere P599, 51R/T  
**1984 A SCANIA K112** Van Hool Alizee H, 51R/T

# RECO

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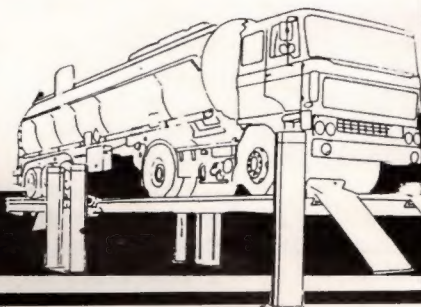
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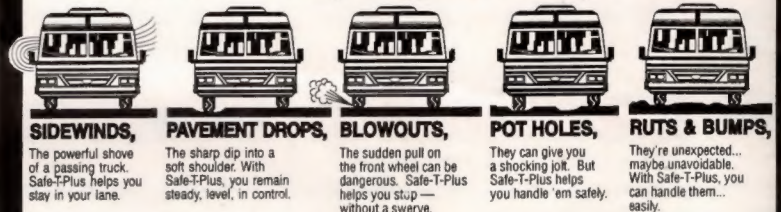
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# Christmas catechism

**T**HROUGHOUT the year readers put their questions to me. In an industry as diverse as ours, with large and small players, new entrants arriving on the scene all the time, and the ever-changing legislation, it is hardly surprising that some of the questions are fairly elementary and others require considerable research before an accurate answer can be given.

This week, as I relax over the holiday, and wish all readers a peaceful and enjoyable Christmas break, the tables are turned. How well do you know your industry? Test yourself on the following questions. The answers can be found at the bottom of this page.

## Driving

1. The UK speed limit on a dual carriageway for a PSV with more than eight seats is: (a) 70 MPH; (b) 50 MPH; (c) 60 MPH?
2. Under EC driving hours the daily maximum of nine hours can be extended to: (a) 10 hours twice a week with no compensation; (b) 11 hours twice a week with compensation; (c) 10 hours three times a week with compensation?
3. The week for both EC and Domestic hours runs from: (a) 0000 hrs on Sunday; (b) 0000 hrs on Monday; (c) is a 'rolling' week?
4. The EC weekly rest period of 45 hours can be reduced to 36, or even 24 if working away from base. But the shortfall has to be compensated: (a) within the following two weeks; (b) within three weeks of when the reduced rest was taken; (c) before the end of the third week following the week in which the reduction was made?
5. Driving a laden PSV during the hours of darkness with no interior lights on is: (a) legal on a motorway; (b) legal on a private hire when requested by the organiser; (c) illegal?
6. To park a PSV at night without lights is: (a) illegal anywhere on the highway; (b) legal on an illuminated road with the vehicle parked in the same direction as the traffic flow; (c) is only legal in a layby?

## QUESTIONS & ANSWERS

Questions on any aspect of coach or bus operation that is giving you problems should be sent to: **Marksmen, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS** or by fax: 0733 62656.

## Record keeping

7. What records have to be kept by law in respect of PSV driving wholly under the Domestic rules: (a) tachograph discs; (b) duty schedules; (c) none?
8. Companies have to file audited accounts with Companies House within: (a) 10 months of the accounting year end; (b) 12 months of the accounting year end; (c) 18 months of the accounting year end?
9. Tachograph and duty roster records of EC driving hours do not have to be kept by the employer for longer than: (a) nine months; (b) 12 months; (c) 18 months?
10. A driver who cannot produce his driving licence on the request of a police officer may be required to produce at a nominated police station within: (a) three days; (b) five days; (c) seven days?

## Money

11. Tendering Authorities can grant local bus contracts to operators without going to tender up to which maximum annual limits: (a) £4,000 per contract and £40,000 per operator; (b) £8,000 per contract and £40,000 per operator; (c) £8,000 per contract and £80,000 per operator?

12. The cost of a PSV O-licence, per vehicle, per year, is: (a) £100; (b) £50; (c) £42?
13. Before granting an international operator licence the traffic commissioner has to be satisfied that the applicant has capital and reserves equal to: (a) the lesser of 3000 ECU (£2,400) per vehicle, or 150 ECU (£120) per passenger seat; (b) the greater of 3000 ECU per vehicle or 150 ECU per passenger seat; (c) a sum which the commissioner considers adequate?
14. The National Express share offer price on flotation was: (a) £1.65; (b) £1; (c) 50p?

## People

15. The Secretary of State for Transport is: (a) John MacGregor; (b) Roger Freeman; (c) John Prescott?
16. The president of the Bus & Coach Council is: (a) Graham Smith; (b) Ron Whittle; (c) Bill Cottham?
17. The senior traffic commissioner is: (a) Ron Ashford; (b) John Mervyn Pugh; (c) Compton Boyd.

## Operational matters

18. How many days notice has to be given to vary a local bus service operating on Christmas day: (a) none; (b) 21 days; (c) 42 days?

19. What is the normal maximum speed limit allowed on a vehicle fitted with a tyre shown as 'K' rated: (a) 65 mph; (b) 68 mph; (c) 70 mph?

20. Windscreen washers and first aid kits: (a) have to be carried on all PSVs in service; (b) are not required on a PSV operating within 30 miles of base; (c) are not required on PSVs running registered local bus services?

21. Reversing alarms fitted to vehicles: (a) have no restrictions on their use; (b) must not be used anywhere between 2330 and 0700; (c) must not be used in restricted areas between 2330 and 0700?

22. A child whose birthday falls within a school term is deemed to be below the maximum age to occupy a PSV seat under the 'three for two' rule as long as the next birthday falls before the last day of August. Which age is applicable to this rule: (a) 13; (b) 14; (c) 15?

23. A PSV driver creeps slowly up a motorway, doing only five miles in an hour and a half as he passes the scene of a multiple pile-up. If he finishes his journey he will be at least one hour over his permitted daily driving time. Should he: (a) stop at the first service area after his permitted hours have expired until a replacement driver can be sent out; (b) finish the journey in the interests of his passengers' comfort as the delay was unforeseen and can be seen by the speed trace on his tachograph chart; (c) finish the journey and write the details of the unforeseen delay on the back of the chart?

24. The fee an operator can charge for the return of a push-chair under the Lost Property Regulations is: (a) 50p; (b) £1; (c) £2.50?

25. Under the EC Directive, from January 1 1993 any person selling a package tour within the EC other than occasionally, has to give the customer a written contract setting out all the details listed in the Directive: (a) if these details were not in a brochure; (b) if the holiday is within the EC; (c) in all cases?

**ANSWERS:** 1 (c); 2 (a); 3 (b); 4 (c); 5 (c); 6 (a); 7 (c); 8 (a); 9 (b); 10 (c); 11 (b); 12 (c); 13 (a); 14 (a); 15 (a); 16 (c); 17 (a); 18 (b); 19 (b); 20 (c); 21 (c); 22 (b); 23 (a); 24 (b); 25 (c). Catechism: series of questions (OED).

**MARKSMAN WILL ANSWER MORE QUESTIONS ON JANUARY 9**



## DIARY

## Hang up your coat

**T**HERE was always an air of poignancy in the last few school runs of the term for Frank Dobson.

It was at this time that he tended to dwell on the meaning of Christmas - the topic of conversation for every school kid on the bus. And for the last four years, he came to the conclusion that the festive season was one of great loneliness.

Frank was an only child, as were both his parents. His father, a miner, had passed away when Frank was 19, victim of miner's lung. His mother never recovered from the blow. Four years later, she had suffered a debilitating stroke, and Frank nursed her for 15 years until, one evening as she watched Coronation Street, she simply closed her eyes and slipped away.

A cautious couple, his parents had made great provision for their family. The mortgage was paid when Frank's father died, and his life was heavily insured. Without that foresight, Frank would never have coped with the situation. Now that his mother had gone too, he was the heir to a pretty Yorkshire cottage and a comfortable investment.

He had been a part-time driver at Allwood's Coaches for the last 17 years, doing the school runs and the occasional day excursion... provided his mother could be with him. Jack Allwood had been very kind to him throughout, taking to the wheel whenever Mrs Dobson's need for her son was greater than his. No matter how long Frank worked, he got paid for twenty hours, and Frank always set great store in making up the time, by tidying the yard or running some other errand.

Now he was able to work all twenty hours, every week. The routine was, he often thought, the best thing about his life. He loved people's company very much but, of course, his hermit-like life in the cottage for so many years had

left him with no real friends apart from the Allwoods and their staff.

Best of all, he loved children, and they loved him. His childhood had ended abruptly when he left school, and even then had been typical of an only child. Over the years at home, he had become used to his own company. But he had become an observer, unable to join in because he had lost the knack of socialising with adults. Children were different. They

By Mark Williams

child safely to the doorstep.

Harold was always the last to say goodnight to Frank. He was nine, and slightly frail. The narrow track up to High Beck Farm was not passable by coach, so Frank always dropped little Harold by the old churn stand where his mother - a widow - was waiting for him. Tonight, his mother was nowhere in sight, so Frank and Harold passed the time talking about school while they waited on the coach.

and Boxer into the hallway.

Harold called several times for his mother before both he and Frank began to worry.

"I'll look in the byres, you look round the house," he told the lad, and set off to find his charge's parents. But the farm resembled the Marie Celeste - every evidence of habitation but not a human being in sight.

"Frank, Frank, where are you?"

It was the panicked voice of Harold. Frank sped back to the house. Harold grabbed his hand as he reached the door then led him down the hallway to where his mother lay slumped below the stairs, obviously in some pain.

Frank's coach stood flashing at the gate of High Beck Farm for over an hour - an easy beacon for the ambulance to home in on. Harold's mother had fallen down the stairs, breaking a leg and an arm.

It was inevitable that the incident would draw Frank, Eileen Hall and her son Harold together. She was nearly 50, and the farm was getting too much for her.

Debts had mounted and the roof leaked. She too had no close

relatives.

So, on Saturday, Frank found himself milking cows, carrying coal scuttles and reading to Harold. He slotted perfectly into the role - one he had dreamed about and rehearsed for so long.

"What do you want for Christmas?" she asked him as he took down his coat that evening and prepared to leave. He stood in silence in the doorway, the answer on his lips.

"I don't know," he said, dishonestly.

Eileen looked down at the welcome mat and scuffed at it nervously with her plastered foot. She looked up again, and her kind face broke into a smile.

"Hang up your coat," she said.



were generally honest, with no side and no expectations. They did not bear grudges and greeted every day with equal enthusiasm. Above all, the demands they placed on him were simple, as his mother's had been.

It was the last day of term, and the final run home for the children. Frank's route took him out of Ripon towards Pateley Bridge, then up into Kirkby Malzeard Moor, dropping children alongside the road. That night, flakes of dusty snow were caught in the glare of the headlamps and in the light streaming from misted windows. Now and then, the warm smell of home cooking would drift in through the open door of the coach as Frank watched each

After ten minutes, it was apparent that his mother was so engrossed in some other task, she had lost track of the time. Frank got Harold to button up his coat, switched the hazard warning lights on, then set off up the track, crunching through the snow with Harold. Instinctively, Harold grabbed Frank's hand, and Frank smiled. It was the first time for two years that anyone had held his hand, and it felt good.

The farmhouse lights were on, burnishing the polished cobbles and giving Boxer, Harold's terrier, a huge shadow as he raced yapping across to them. At the door, Frank knocked heavily. There was no reply, so he reached for the heavy latch and let Harold





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### 1986 DAF MB230DKFL LAG GALAXY

51 recliners – sunken toilet – continental door – crew seat – exterior white – MoT Jan '93. **£33,500**

### 1985 SCANIA K112 BERKHOF ESPRIT

53 recliners – crew seat – Webasto – tinted windows – Blaupunkt radio/tape – exterior white/mauve – choice – MoT Aug '93. **£39,950**

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# A — V — E BERKHOF

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## Is there no protection or security for operators?

From Sheelagh Green

SIR

I would like to refer to your Marksman feature in the December 5 issue, regarding the problem operators are having with the proposed EC Directive on package tours.

Too true we are all walking a tightrope when it comes to buying-in hotel accommodation. It seems most hoteliers require large deposits and payment upfront, which for starters means that we

have to pay away thousands of pounds before the tour has taken place. We have no assurance our money is safe. If the hotel goes to the wall we may well go with them. Hotels should be made to protect their clients' cash. We have to protect our clients' money, is there no protection for us?

Why is it tour operators have to be the scapegoat?

It now seems a risky business even using wholesale tour operators, should they not be bonded? After all we are buying a package tour from them, so we should have the assurance that our money is

safe. We have to provide security for our passengers, who is going to provide it for us?

Surely, it makes sense that, if all aspects of the travel industry were made to have some form of protection cover for their clients' money, more operators would not risk bankruptcy.

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Herts  
AL1 2LY

## Solve the problem or risk a tragedy

From Nigel Poynar

SIR

I am involved in an A-level design and technology course. This project has to be completed by March 1993.

I am interested in the coaching industry and have observed a horrendous blindspot behind the entrance door of low-driver high-floor configurations, and hope to

solve this problem. I have read your magazine and noticed that the road testers have also found this a problem.

In order to solve this problem, I wrote to manufacturers and operators, and replies have been limited.

One operator invited me to their yard to see coaches at first hand and how they have dealt with the blindspot.

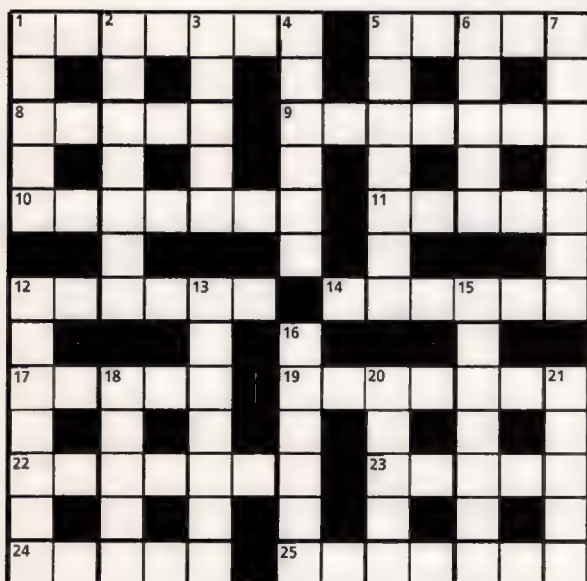
Another agrees that there is a

blindspot and is interested in how I solve it.

I do feel that some effort should be made to solve this problem as one day it could cause fatal accidents.

I have specified what I want to achieve and would like some help. Please could you put my fears and aims in your magazine to show the people involved in the industry that someone is trying to help?

## COACH AND BUS WEEK CHRISTMAS CROSSWORD CRACKER



We all know there's never a cross word at Christmas... apart from this one!  
If the turkey and pud has settled in your stomach like lead, take a breather and solve the *Coach and Bus Week* crossword, sponsored by EP Morris, the specialist transport accountancy firm at Edgbaston, to the tune of a case of good wine.

Pop your completed entry in an envelope and send it to:  
Christmas crossword, *Coach and Bus Week*, Wentworth House,  
Wentworth Street, Peterborough PE1 1DS.

First correct entry out of the hat on the closing date,  
January 22, gets the prize.

### Across

- 1: Thieves (7)
- 5: Eject food and drink (5)
- 8: Ship type (5)
- 9: Startle (7)
- 10: Vehicles named after Hungarian village (7)
- 11: Lubricated (5)
- 12: Fat chance (2,4)
- 14: Loose-fleshed (6)
- 17: French retarder firm (5)
- 19: An interior refurbishment (1,6)
- 22: Provoked (7)
- 23: Village near Kettering (5)
- 24: Gather piecemeal (5)
- 25: Vehicles in motion (7)

### Down

- 1: Archaic survivor (5)
- 2: Under (7)
- 3: Third planet from Sun (5)
- 4: American marrow (6)
- 5: Belgian body builder (3,4)
- 6: Lesson of story (5)
- 7: Celebration of Tiw (7)
- 12: Nought (7)
- 13: English counterpart of 5 Down (7)
- 15: Excellence builder (7)
- 16: French sex kitten (6)
- 18: Spondulix (5)
- 20: Musical about Eva Peron (5)
- 21: Imitate (5)

Name .....

Address.....

Tel: .....

Closing date January 22, 1993.

Sponsored by EP Morris, Birmingham



# A Christmas tale or just a pantomime?

**I**T was all young master Freeman's fault. He had left things to the last minute, he had to decide whether to write his letter to Father Christmas or help the DTi draft the new regulations relating to package holidays. As it was December 23 and his governess in Brussels said that he had to complete his homework by December 31, the regulations won.

Father Christmas had just finished loading up his sleigh when Roger's letter arrived - a heart rending plea for a channel tunnel construction kit. It would keep him happy for years.

Not to worry, there was a small space on the back of the sleigh, just behind the Fortnum and Mason hamper for Marsham Street. And who was he to deprive a child of his present on Christmas Day?

So off he set, tachographs hanging around the necks of the reindeers like eight long service awards.

All went well, Greenland, Scandinavia, Europe, the Channel and the A2. Unfortunately, our hero hadn't bargained for the three ugly sisters, the Police, the Vehicle Inspectorate and the Man from the Trading Standards Department. His sleigh was on the weighbridge quicker than you could say "plated weight 17 tonnes".

"17.68 tonnes" they all intoned. "Less than five per cent" said the bearded wonder and 13 pairs of legs were crossed for good luck or something (Broughton never has had good facilities, especially for passengers).

"Off you go", said the sister in blue and the one wearing the nice new badge. "What's this? Hang on", said the third sister. "I don't believe in fairies or five per cent." Off came poor Roger's present. He would have to wait another year before he could build his tunnel.

On looking at the tachograph, Father Christmas knew that he was in trouble. 23.00 hours and he still had all his drops to complete and a full complement of sugar mice passengers to drop off at various hotels en route.

In frenzied haste, he pushed on, but lo, the night sky was lit by an eerie blue flashing light and the super-charged turbo snowmobile overtook him and reluctantly he pulled into the side of the road. "An eight horse power, sorry - reindeer, powered engine with no protective covering, definitely mechanically propelled and

## Barry Prior sends a cautionary message to all coach and bus operators.

### It appears that even the most respected operator is not above the law

a danger to other road users," said the men in the blue and white caps. "In fact, a dangerous vehicle (1) - £5,000 and not a penny less, with 14 days to pay, and be careful when delivering those parcels, we might just think you're a burglar and, if we catch you, the full weight of the law will fall on you - a fine of, can you believe £5,000 (2).

Utterly dejected and feeling his age - would his vocational licence be renewed next year? - Father Christmas completed his rounds, 20,000 miles in 36 hours, all delivered on time, what a job, what happiness on December 25.

Rueful but content, he returned home, and waited in happy anticipation for grateful letters of thanks written in childish hand - not all MPs have secretaries - but what's this, a letter from the ugly sister in the Trading Standards Department:

"On December 24, 1992, you were stopped on the A2, when your sleigh was found to be four per cent overweight - why don't you tell us about it so that we know that the nice magistrate will convict you."

Father Christmas had seen that letter before. He put it with all the begging letters which he receives before November - he wasn't going to be caught out by that one again, but what was this one from the Vehicle Inspectorate:

"Under Section 99 of the Transport Act 1968 we require you to submit to this office

all records and tachograph charts from Messrs. Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner and Blitzen for December 23 and 24, 1992. Please send your charts to us at the above address and please don't look too carefully at the Act before sending them to us."

Father Christmas' face paled behind his snowy beard. What more could befall him? Unfortunately, among the heartfelt thanks, lay a more doleful message. It was from the Utopia Traffic Area:

"We have decided that depending whether Christmas Eve falls on an odd or even date, you either hold a PSV or LGV Operator's Licence.

It has come to our notice that on December 24 1992 you were convicted of driving a dangerous vehicle contrary to Section 2 of the Road Traffic Act 1988 as amended (a relevant conviction) and that, furthermore, on December 24, 1989, December 24, 1990 and December 24, 1991 you were convicted of the offence of using an overloaded sleigh. We consider that these offences constitute repeated road transport offences.

The Licensing Authority therefore requires you to attend before him at a Public Inquiry on April 1, 1993, when such matters will be considered. You should be aware that the Licensing Authority may find that by virtue of the above offences you have lost your good repute and that revocation of your operator's licence is therefore mandatory and, by the way, he might also bar you from holding a licence to operate your sleigh forever" (3).

Is there anyone who still believes in Father Christmas?

## Footnote

(1) Road Traffic Act 1992 1988 Section 2 (as amended by Road Traffic Act 1991).

(2) Criminal Justice Act 1991 - Level of Fines increased 150 per cent.

(3) Operator's Licence Regulation - Evidence of loss of good repute - Public Passenger Vehicles Act 1981 Schedule 3 as amended by Regulation 2 The Public Service Vehicle Operators (Qualification) Regulations 1990 (PSV) and Relevant Convictions - The Goods Vehicles (Operators Licences, Qualification and Fees) Regulation 1984, Regulation 3 and Schedule 6 as amended 1990.

● Barry Prior is Wedlake Saint's head of transport law department



Submit all tachos for Dasher, Dancer and Prancer



## Jailed ex-GMB man can drive

**N**ORTH western deputy traffic commissioner Kenneth Birchall has decided not to take any action against the PSV driving licence held by Wigan bus driver Alan Williams, following convictions for unlawful wounding and assault.

Mr Williams, of Park Road, Wigan, had been called before the deputy commissioner at a Manchester disciplinary inquiry after being convicted and jailed for six months in March.

For Mr Williams, it was said the offences occurred away from work and were not related to driving a PCV. In August 1991 Mr Williams was off work and was giving a lift to a friend to see a tenant of his father's.

The person concerned had fallen behind on his rent and was drug dealing from the premises. He became awkward and they left. Mr Williams and his friend later had a drink and returned to see the person and to help in removing his belongings. There was damage caused to the property and the person received a cut to his head and bruising.

It was an isolated offence which the judge had accepted was out of character. Mr Williams lost his GM Buses job due to the jail sentence. Mr Birchall said he had served his sentence.



# MY Bus driver banned for having no PSV

**A**BUS driver who obtained employment with Denton Discount Warehousing Ltd, trading as MY Bus, of Glossop, Derbyshire, when not qualified to drive PSV vehicles, has been banned from driving for two years by Stockport magistrates.

Wayne Dawes, of Hollingworth, Hyde, pleaded guilty to an offence of driving a Leyland double-decked bus on Lancashire Hill, Stockport, when not licensed to drive a vehicle of that class, and to an offence of using a PSV vehicle without a readily available fire extinguisher.

Prosecuting for the DoT, John Heaton said Mr Dawes had been employed as a double-decker bus driver by MY Bus. The company would be before the court at a future day for permitting Mr Dawes to drive a bus when not qualified to do so.

Mr Dawes had produced a photocopy of his PSV driving licence that he had tampered with to the company. In fact he was only the holder of a provisional PSV driving licence. Mr Dawes got to drive the bus by misleading the company.

MY Bus was negligent as it failed to recognise it was being mis-

**YOUR WEEKLY  
REPORT ON  
LAW AND THE COACH  
AND BUS  
OPERATOR  
BY MICHAEL JEWELL**

led. It had clearly not looked properly at the photocopied licence.

Though Mr Dawes was not before the court for forgery, that was the background to the prosecution. Mr Dawes had been driving the bus without being accompanied by a qualified instructor, without L-plates and carrying 30 passengers. The case arose out of the vigilance of a DoT traffic examiner, who was

**The court might well ask how a driver with no PSV driving licence could be behind a wheel of a double-decker bus carrying 30 passengers, travelling from Stockport to Manchester, said Mr Heaton**

was on duty in the course of a PSV check at Stockport Bus Station on July 2.

A vehicle was inspected that was on a scheduled service from Stockport to Manchester. The traffic examiner spoke to the driver, Mr Dawes, who told him he was employed by MY Bus. The vehicle was



MY Bus facing

examined and it was found that there was no fire extinguisher.

Mr Dawes maintained that he had a current PSV driving licence, claiming that he had passed his test in 1991 at Nottingham. Instinct told the traffic examiner to make further inquiries. Those inquiries revealed

that Mr Dawes held a provisional PSV driving licence only. He subsequently admitted tampering with the photocopy produced to the company.

The court might well ask how a driver with no PSV driving licence could be behind a wheel of a double-decker bus carrying 30 passen-

## ABC gets green light for takeover

**A**SSOCIATED Bus & Coach Investments has been granted an O-licence enabling it to take over the business of Rover Coaches (Bromsgrove). The hearing took place at a Birmingham public inquiry before West Midland deputy traffic commissioner Alan Cattell.

The Stevenage-based company, trading as Rover Coaches, had applied for a new national licence authorising the operation of 16 single deckers and two double deckers.

In October, West Midland traffic commissioner John Mervyn Pugh cut the duration of the licence held by Rover Coaches

(Bromsgrove) Ltd so it expires at the end of the year.

He also placed a condition on the licence restricting operation to the 14 vehicles that had at that time been through fresh MoT tests.

His decision followed the suspension of the licence for a week while the company's vehicles were tested. The hearing of the Associated Bus & Coach Investments application was held in abeyance at that time at the company's request (*Coach and Bus Week*, October 24).

Associated's managing director Stuart Wild told the deputy commissioner that, if the licence was granted, they would finalise the acquisition of Rover Coaches. Associated Bus & Coach operated from 11 operating centres with 330

vehicles. He and the transport manager, David Joslin, would be in charge and a manager would be appointed.

Mr Joslin said maintenance would be carried out every four weeks, in house.

Some of the vehicles would be taken down south for preparation for their MoT tests.

He gave an assurance that any defects reported that affected road safety would result in the vehicle being taken off the road straight away.

Granting the licence, Mr Cattell said the company's application appeared to be in order.



## Yellowline has authorisation and duration cut

**M**AINTENANCE problems have led to both the authorisation and the duration of the O-licence held by Norman Fisher, trading as Yellowline Tours, of Chichester, being cut by South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner.

At an Eastbourne disciplinary inquiry the commissioner reduced the authorisation on the licence to one vehicle, and directed that it expire at the end of next April, instead of at the end of March 1995.







Court appearance

# Claribel Coaches' duration reduced

**C**LARIBEL Coaches Ltd, the associated company of Allenways Coaches Ltd, of Birmingham, whose licence was revoked after it went into voluntary liquidation, has had the duration of its licence cut to expire at the end of next March.

However, the West Midland deputy traffic commissioner Alan Cattell increased the authorisation on the licence, from 12 single deckers and two minibuses, to 14 single deckers and six minibuses, at a Birmingham public inquiry.

In revoking Allenways licence in August, West Midland traffic commissioner John Mervyn Pugh said the revocation brought into the question the repute of Margaret and David Watkiss, who were also the directors of Claribel.

However, before deciding what action to take, he wanted Claribel to produce accounts so they could be sent to a DoT financial assessor. He would also require satisfying about the system of preventative maintenance.

Before the hearing was continued, he expected each and every vehicle to pass a fresh MoT test and he would want those test certificates producing. In addition, he would direct the Vehicle Inspectorate to carry out a full fleet

inspection. He warned that the likelihood of him looking on any increase in vehicle authorisation with favour was slight (*Coach and Bus Week*, August 29).

When the hearing continued before the deputy commissioner, the financial assessor, John Kelly, said Allenways went into liquidation in March 1992 with a deficit of £130,000. Claribel was shown as a creditor for £6,000.

Claribel's accounts for 1990 had given him cause for concern. However, the management ac-

**Mr Kelly said the management accounts had gone a long way to answering his questions. However, he was concerned about the high borrowing**

counts dated October 1992 showed a turnaround in business. The company had increased the turnover and reduced its costs, with vehicle running expenditure going down.

In reply to Mr Kelly, managing director David Watkiss said he was satisfied there was sufficient finance to adequately maintain the company's vehicles.

Mr Kelly said the management accounts had gone a long way to answering his questions. However, he was concerned about the high borrowing, so he would like

to see the audited accounts.

For the company, Michael Carless said all the vehicles had been tested and the test certificates had been sent to the Traffic Area Office. There was now a drivers' daily nil defect reporting system in use. The inspection records had been properly kept and the workshop was now in order. The flow chart, which scheduled vehicle inspection dates, had been changed to meet the DoT Vehicle Inspectorate recommendations.

In August 10 vehicles were examined and one immediate prohibition and one delayed prohibition were issued. That was only two weeks after the date of the first hearing and before all the vehicles had gone through their annual test. Mr Watkiss said everything the commissioner had been worried about was now in order.

Curtailling the duration of the licence, which had been due to expire at the end of next October, Mr Cattell said the renewal application would be heard at a further public inquiry when the full audited accounts must be produced.

As the additional vehicles were already in possession, and there was work for them, the increase in authorisation would be granted.



gers, travelling from Stockport to Manchester, said Mr Heaton. The company should not have been satisfied with a photocopy of the licence and should have spotted it had been tampered with.

On November 24 Mr Dawes was convicted of construction and use offences and driving with a provisional licence by Ashton under Lyne magistrates after a serious accident while he was working for MY Bus.

In fining Mr Dawes £48, ordering him to pay £75 prosecution costs, and disqualifying him from driving, the chairman of the magistrates said that it was a very serious matter. Mr Dawes had taken a course of action that could have brought innocent people into danger.



## C&E Travel granted a renewal for one year

**T**HE licence held by Eileen Hewitt, trading as C & E Travel, of Blaenavon, Gwent, has been renewed for a one-year period, for three vehicles only, by South Wales deputy traffic commissioner Gerrard Sullivan.

In addition to considering disciplinary action, the deputy commissioner also had an application for the renewal of the licence, in respect of six minibuses and two single deckers, before him at a Cardiff public inquiry. The licence had twice previously been suspended.

There was a six-week suspension in August. Then, when the renewal application came before traffic commissioner John Mervyn Pugh in November, he suspended the licence for two weeks, saying that he took a serious view of the

fact that further prohibition notices had been imposed in early October. He indicated that, if the licence was to be renewed, it would only be in respect of those vehicles that had gone through a fresh MoT test. (*Coach and Bus Week*, December 5).

In renewing the licence authorising the operation of the three vehicles which had passed their tests, Mr Sullivan pointed out that Mrs Hewitt had been operating under continuing rights, her previous licence having expired at the end of June. That meant the fresh licence effectively had only just over six months to run, which would give her an opportunity of proving she could be a good operator.



## Nine-vehicle licence bid withdrawn

**A** BID for a licence to enable David Richards, trading as D Richards Coaches, to take over the business of B & D Richards, of Cimla Common, whose licence was revoked in August, has been withdrawn.

Mr Richards, who was seeking a national licence authorising four minibuses and five single deckers, is no relation to Bryan Richards, the proprietor of B & D Richards.

When the application came before South Wales traffic commissioner John Mervyn Pugh, he adjourned the proceedings for a month, saying that he required the production of full and detailed financial figures, which could be justified; a letter showing what rental was to be paid for the premises; and a letter from Bryan Richards outlining the lease hire agreement in relation to the vehicles (*Coach and Bus Week*, December 5).





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### **EXCEPTIONAL PRICES AVAILABLE**

#### **January 1993 (Ex Ramsgate – Sally Line)**

1 NIGHT	B&B	<b>£16.50</b>	(child £8.00)
2 NIGHTS	B&B	<b>£29.00</b>	(child £12.00)
3 NIGHTS	B&B	<b>£42.00</b>	(child £16.00)

#### **February/March 1993 (Ex Dover/Ramsgate)**

1 NIGHT	B&B	<b>£23.00</b>	(child £12.00)
2 NIGHTS	B&B	<b>£35.50</b>	(child £16.00)
3 NIGHTS	B&B	<b>£49.00</b>	(child £20.00)

Single supplement £13.00 per night  
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## Exclusive offer to visit big-bike show

**C**OACH and Bus Week readers can cash in on an exclusive discount by running a coach to next year's Road Racing and Superbike Show, at Alexandra Palace.

Admission to the February 4 to 7 event is normally £6 for adults, £2.50 for OAPs and children. Pre-booked on sale or return, operators can get the same tickets for £4 and £2, with a further 10 per cent discount bringing those prices down to £3.60 and £1.80.

But since you're a Coach and Bus Week reader, you can get a FURTHER five per cent bringing the prices even lower - to £3.20 and £1.70, almost half the individual rate for an adult.

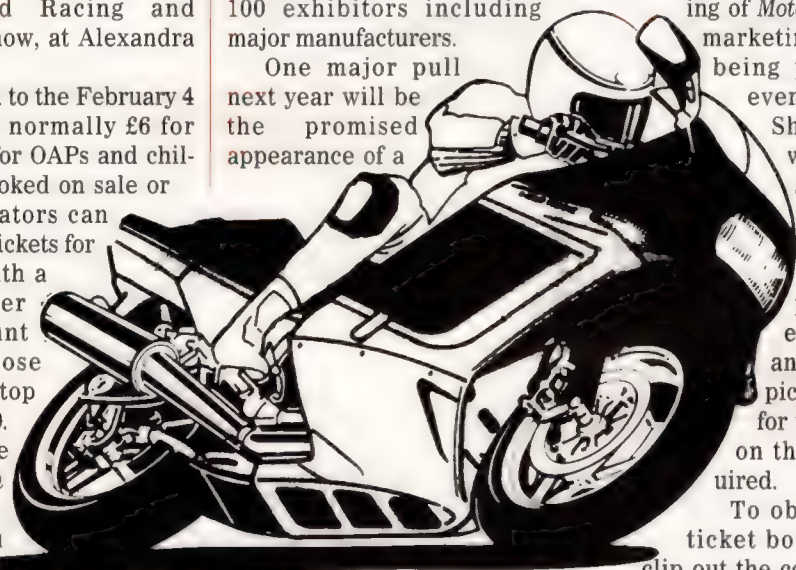
The event itself is 'owned' by Motor Cycle News, the world's largest biking weekly, a factor which helped attract 25,000 visitors last year. Now in its 14th year, the show attracts around 100 exhibitors including major manufacturers.

One major pull next year will be the promised appearance of a

launched at the show, together with exotic, £1 million machines being seen for the first time. Top riders will be available to sign autographs.

In addition to the full backing of Motor Cycle News, marketing support is being provided by event organisers Shire PR, who will supply posters and handbills with every booking. Coach parking at the event is free, and drivers can pick up a cheque for unsold tickets on the day if required.

To obtain special ticket booking forms, clip out the coupon on this page and send it to Sam Davies, at Shire PR and Marketing, The White House, Little Wratting, Haverhill, Suffolk CB9 7UD.



new Ducati 500 road bike - a 'first' for the show if the machine is prepared on time. Many road-racing teams will be

## No solace for weak

**I**T is an anomaly that, under the new package deal legislation, the watchdogs for the industry are those worst equipped to see, hear and bark when things go wrong.

For the onus to galvanise the hard-pressed Trading Standards Officers into action lands firmly on the shoulders of the consumer - who is frankly unlikely to have an understanding of his new rights or the travel businesses which should be providing them, and is unlikely to know where to go to complain.

Time and again, it has been proven that the first to spot the warning signs of a company trading outside of the law or misleading the public are that company's competitors. Yet as companies, we can do little to ensure that unscrupulous operators stick to the rules. Or can we?

One tour professional said his own plan was to watch for major transgressions of the legislation, then buy the holiday in question himself so that he could legally complain. Another of his plans was to pass information to the press.

Like many operators, he realises that the Trading Standards department is unlikely to have time for sleuthing - as MPs said in the Commons a fortnight ago. To maintain his high standards and still sell holidays, he will have to demean the cheaper opposition himself, in any legal way. His superior knowledge of the '93 package law has become his most powerful weapon.

The travel world is becoming a ruthless place. Make no mistake, 1993 will provide no solace for the weak.

## Western Europeans flock to the United Kingdom

**W**ESTERN Europeans seem set to provide the biggest growth area for incoming tourism to the UK next season.

This year's figures up to August show a record number of near-European visitors. In August alone, 1.47 million arrived in Britain, and in the eight months, 4.82 million had visited.

The figures for all overseas tourists rose four per cent to 2.3 million, and spending increased two per cent to £995 million. Since sterling's decline against the dollar and German mark, this trend is likely to have been accentuated, contributing further to Britain's estimated £8 billion foreign earnings from tourism.

### Coach and Bus Week Discount Voucher

**Road Racing and Superbike Show**  
Alexandra Palace, February 4 to 7 1993

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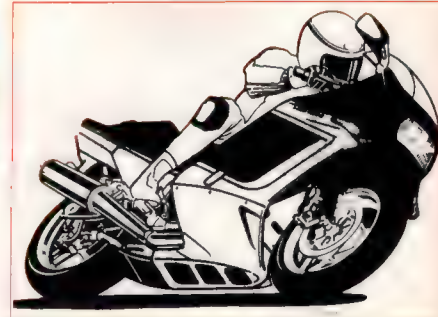
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FAX:

Cut out this coupon and send it to Sam Davies, at Shire PR and Marketing, The White House, Little Wratting, Haverhill, Suffolk CB9 7UD.





# Claws out on the high seas

**T**HE big cats are set to fight it out with ferries next year, as orders for wave-piercing vessels flood into the shipyards.

Condor's announcement that it is to take two for its Weymouth-Guernsey-Jersey-St Malo route next spring (*Coach and Bus Week*, December 19) has been followed by Sea Containers saying it will be beating a fast path across the Irish Sea next spring with a 40 mph catamaran.

Sea Containers says the success of the Hoverspeed SeaCat on the Stranraer-Belfast run has convinced it to invest in another vessel to run between Holyhead and Dublin.

"We have reached agreement with Holyhead but we are still in discussion with ports in Dublin Bay," said a spokeswoman for Hoverspeed. The shallow-drafted ferries - which



More high-speed vessels are destined for British waters in 1993

carry cars and passengers only - may well play on their advantages and eventually provide a direct link with Dublin, leaving a new route open to groups visiting the city.

"The Belfast SeaCat docks ten minutes' walk from the city centre," said Hoverspeed. "We have a courtesy bus but many visitors prefer to walk."

replacing Lady of Mann with a high-speed catamaran.

The idea may well be sparked by Sea Containers' 42 per cent stake in Steam Packet, and its successes since 1990 with the Tasmanian-built vessels on the short-sea routes. Indeed, the vessels have been a worldwide success, serving ports in Canada and elsewhere.

Currently, the Stranraer-Belfast SeaCat provides five crossings a day at peak, four in winter. With a crossing time of 90 minutes compared to the 140 by ferry, the vessel has proven attractive to domestic tourists, 307,000 of whom used it in six months.

Isle of Man Steam Packet may also be joining the fray on its Heysham-Douglas crossing, currently operated by King Orry all year and Lady of Mann in summer. The board was last week due to discuss

## London Zoo goes on the group travel trail

**L**ONDON Zoo will be exhibiting at two popular group travel shows in the new year; Excursions at Wembley on January 14 and the Day Out Fair on February 13 at Chatham's Historic Dockyard.

Visitors to the London Zoo stand will be able to collect fun giveaways, meet a giant panda - of the costume variety - and enter a free competition to win a group visit for up to 30 people.

Group organisers will be also able to pick up 1993 rates, information on the zoo's special scout/guide days, as well as details on a two-night package with the Youth Hostels Association.

Anita Waddell, London Zoo's sales executive is looking forward to both exhibitions and said: "In the past these two shows have been highly successful for the zoo and it is expected we will see a repeat performance in 1993. London Zoo is going through an exciting phase of its life and visitors to our stand will be able to hear more about the zoo's new development plans, due to be announced in February."

Group rates until March 1, 1993 are; adult £4.50, children (4-15) £2.80, OAP £3.70.

**For further details contact Anita Waddell at London Zoo on 071 586 3910**

## Shoe show opening at Clarks

**S**OMERSET shoe firm Clarks is planning a new tourist attraction to open soon at its Street factory.

A 41,000 square foot area has got planning permission for a factory shop, factory demonstration area, shoe museum, café and children's play area. Clarks has based the plans on American factory outlets, which have grown into a multi-million dollar concern.

Work on the project has already begun.

## Vale guide

**T**HE delights of the Vale of Glamorgan are brought into focus in a new full-colour tourism guide to the area, which includes Barry Island.

Though not targeted at the coach operator, the brochure nonetheless has some useful detail of attractions and accommodation, presented stylishly. Only a limited number of hotels listed are suitable for coach use.

**A free copy of the guide can be obtained by ringing 0446 709469.**

## Derv prices are stable

The pattern of fuel prices across Europe remains much the same, with UK pump derv hitting a middle line.

Austria	£2.13	Italy	£2.45
Belgium	£2.31	Luxembourg	£1.63
Denmark	£2.31	Netherlands	£1.91
Finland	£1.91	Norway	£1.45
France	£1.91	Portugal	£2.13
Germany	£2.00	Spain	£2.04
Greece	£1.91	Sweden	£2.45
Irish Rep	£2.63	Switzerland	£2.13

## 'You got it' now on the motorway

**B**URGER King has opened its first motorway services restaurant at Pavilion's Hilton Park, on the M6 at Wolverhampton. The burger bar was opened by Gladiators stars Flame, Phoenix and Lightning.



## TORQUAY

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Jan New Year Breaks, DBB, nightly entertainment, only £15.00 p.p.p.n.

Feb Breaks, DBB, nightly entertainment, only £15.00 p.p.p.n.

Mar/April Breaks, DBB, nightly entertainment, only £17.50 p.p.p.n.

## VERY POPULAR SPRING THEME BREAKS

Jan 25th - 29th and Feb 1st - 5th 'lbs' for 'Es' Mon-Fri, 4 nights only £59.00

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- (All with excellent facilities)
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- \* Special winter rates
- \* 50 yds from sea, shops
- \* Close to model village, bygones
- \* Babbacombe sea front
- \* All Babbacombe attractions open all year round

Foxlands Hotel has five course evening meals, full English breakfast, all rooms en-suite with tea/coffee making, phone, TV, video, heating.

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## Southcliffe Hotel

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LL30 2LS

AA

Telephone: (0492) 876277

RAC



Visitors: 877376

MAXIMUM SUNSHINE GLORIOUS VIEWS  
NEW FOR THE 1993 SEASON

The Southcliffe Hotel offers your coach parties:-

- \* 32 bedrooms, all en suite with TV and tea-making facilities
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All the comfort, friendliness and service you can expect and under the personal supervision of the Directors of the Hotel and at all times by our friendly attentive staff.

THE HOTEL'S VIEWS ARE FAR BEYOND YOUR IMAGINATION  
DAY AND NIGHT (29417/CWL)

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MARKETPLACE

## INDEX

Coach Sales p21-23

Bus Sales p23

Minis &amp; Midis p23-24

Vehicle Sales - General p24-27

Products p27-29

Services p29-30

Unclassified p30

Appointments &amp; Tenders p30

Coach &amp; Bus Week are introducing a new service for readers and advertisers in the classified section. Our classified index will enable you to find the vehicle, product or service you want quickly and easily - simply check the index and turn to the relevant page.

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COACH SALES

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## AEC

AEC PLAXTON SUPREME, 53 seats, power door, radio cassette, ZF box, MoT Sept 93, excellent runner, good condition all round. £5,500. Tel. 0705 872434.

(34121/CS/AEC)

YEOMANS CANYON TRAVEL, due to new vehicle replacement we have for sale the following: 1979 AEC DUPLÉ DOMINANT II, express doors, 53 seats, tested, £4,000 + VAT. Choice of 3. Tel. Hereford 0432 356201.

(29406/CS/AEC)

AEC 760, 1977, 53 seats, MoT Sept 1993, £4,250 + VAT. For further details contact Philip Bowran, PMT Limited (0782) 744744.

(32841/CS/AEC)

## BEDFORD

1986 BEDFORD YNV Duple 320 SL, air suspension, 52 reclining seats, toilet, TV, video P/A radio cassette, tinted windows, curtains, owner driven, £25,500 + VAT ono. Tel. 0253 49731.

(29814/CS/BE)

1980 BEDFORD YMT SUPREME IV, reclining seats, curtains, reconditioned engine, new batteries, steering ram, compressor. Tested November 1993. £6,200. Tel. 0724 870135.

(29833)



## BEDFORD

**1982 BEDFORD**

30 seat Welfare Bus with rear wheelchair lift, air door and step, very clean, Class 5, MoT to May '93.

**£4,250 + VAT**

**Tel. Eastwoods Birmingham 021 328 5959**

(29880/CS/BE)

**TWO 1988****BEDFORD YNV**

Plaxton Paramount 3200 model, 57 seats, radio, PA etc.

Full year's MoT, own buyers from new.

**£35,500 + VAT (each)**

**Tel. 0532 505921 0532 502120**

(34132/CS/BE)

**BEDFORD YMPs**

Paramount, 35 seater, B reg, MoT until July 1993. Brown stripe moquette soft trim, tinted double glazing, side lockers, radio/pa/cassette. Very good condition.

**£25,000**

**0543 377977**

(32811/CS/BE)

**1979 V BEDFORD YLQ PLAXTON SUPREME**

45 reclining seats, MoT July 1993

**£6,750 + VAT**

**1976 P BEDFORD YLQ DUPLÉ DOMINANT I**

MoT June 1993

**£3,250 + VAT**

**1980 BEDFORD PJK PLAXTON**

29 seater, long MoT, painted brilliant white, very smart vehicle inside & out

**£6,250 + VAT**

May consider Minibus in P/X

**Tel: 0793 436067**

(29810/CS/BE)

**1979 BEDFORD DUPLÉ**, 53 seater, 500 reconditioned engine fitted Sept '91, air door, full draw curtains, wheel trims, heated windscreen, excellent condition, **£6,000 + VAT**. Tel. 0546 603114.

(32840/CS/BE)

**1987 BEDFORD YNV** Plaxton MkIII, 57 seats, tinted windows, side lockers, PA radio/cassette, MoT November 1993, reconditioned engine. **£32,000 + VAT**. Tel. Wainfleet Coaches 0203 383243.

(29414/CS/BE)

**BEDFORD YRQ**, 10 metre, 45 seater, 1976, Duplé Dominant, blue, unwritten, HEAD GASKET U/S, tested to Jan 1993. Offers please. Tel. 0895 230643.

(29818/CS/BE)

## BOVA

**BOVA EUROPA**, 1983, 53 seats, recliners, radio/cassette, PA system, exhaust brake, very clean, 6 months MoT, **£19,000 ono + VAT**. Tel. Mansfield 0623 550012. Excellent condition.

(30067/CS/BOV)

## BOVA

**1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M**

CHOICE OF FOUR THREE with reclining seats, centre sunken toilet, continental door, double glazed side windows, etc.

**MOSELEY (PCV) LTD**

**Tel. 0302 330600**

(29874/CS/BOV)

## BRISTOL

**1977 BRISTOL LH PLAXTON**, 41 seater, express doors, dest equip, recent paint and upholstered, tidy vehicle but no MoT, **£2,500 + VAT**. May be willing to p/ex for minibus. Tel. 03552 35292 (Glasgow).

(34129/CS/BR)

**1977 BRISTOL LH/DP**, 41 seater Plaxton Supreme, 12 months MoT. Tel. 0226 722052/725003.

(34137/CS/BR)

**1977 BRISTOL LH**, Plaxton, 35 seats, rebuilt engine, MoT December 93, **£3,250 + VAT** or near offer. Tel. 0705 871211.

(29805/CS/BR)

## DAF

**DAF SB 2300 JONCKHEERE P50 1984**

49 recliners plus courier. Offside rear floor mounted toilet, centre continental door with drivers' bunk. Excellent condition. 12 months MoT.

**£29,000 + VAT**

Part exchange considered for 53/57 seaters

Wanted: 2 Van Hool reclining seats

**0605 48253**

(29410/CS/DAF)

**1988****MB230****CAETANO ALGARVE**

49/53, demountable toilet, fridge, water boiler, TV, video, d/glazed, radio, tape PA, f/d curtains, MoT May '93.

**£52,000 ono**

p/x considered

**Tel. 0506 872787 or (0836) 705036**

(34146/CS/DAF)

**1983****DAF EXEC PLAXTON PARAMOUNT 3200**

MB200, MoT July '93. Taxed April, rear sunken toilet, coffee machine, wired for TV, video. 49 recliners + courier, double glazing, Webasto, curtains, rear scope, speed limiter. All white. Last 3 years history.

**£26,000 ono + VAT**

**Tel. 0344 412302**

(32806/CS/DAF)

**CHOICE OF 2, 1989 DAF 425 INTEGRAL**, ZF, 7 speed, huge luggage area, 55 recliners, TV, video, doubleglazed, courier, PA, 220k only, full service history. Reasonable offers. Blythwood Motors. Tel. 041-221 3165 or 041-639 6107 evenings.

(32836/CS/DAF)

**1982 DAF MB200**, 57 seater, Supreme V, recent reconditioned engine, MoT June 1993, good condition, **£19,000 ono**. Tel. 0425 652842.

(29832/CS/DAF)

## DAF

**1985 DAF DUPLÉ CARIBBEAN II**, 49 seater, rear sunken toilet, continental door, drinks machine, courier seat, curtains, TV, video, radio/PA, recent repaint, smart looking vehicle, MoT May '93, **£23,000 p/x considered**. Tel. (031440) 1013, Edinburgh.

(29900/CS/DAF)

## FORD

**V Reg****FORD T152**

35 seat Duplé Dominant II, MoT Jan '92, will retest.

**£5,500 ono**

**Tel. (daytime) 051-327 6296**

**051-327 2354**

**(after hours)**

(29801/CS/FO)

**1983 FORD R1114 DOMINANT IV**, 53 seater, 12 months MoT, new engine, new springs, radio pa, **£9,000 reduced to £8,000 + VAT**. Tel. (0977) 610773.

(34130/CS/FO)

**FORD PLAXTON 1975** in excellent condition, MoT Oct 1993, 45 seats, this vehicle is sound throughout, **£2,550**. Tel. 0222 881422/881477.

(34223/CS/FO)

**1983 FORD 1114**, 53 seater, tested April 93, fair condition, new short motor October '92, Eberspacher heater, **£8,000 ono**. Tel. 0244 531187.

(34126/CS/FO)

## LEYLAND

**1985****LEYLAND WELFARE**

Bus 16 seats, plus wheelchair accom, nearside chairlift, only 30,000 miles, MoT Class 5 June '93.

**£3,750**

**Tel. Eastwood, Birmingham 021-328 5959**

(29881/CS/LE)

**1984 B Reg****LEYLAND OLYMPIAN**

Alexandra, RDC, 63 seats, coach body, large luggage capacity, MoT Nov/Dec 1993. Choice of two

**£22,950 each**

**Contact**

**031 313 4888**

(29888/CS/LE)

**1987 LEYLAND TIGER 245 Express** Plaxton Mk II, 53 reclining seats, tinted windows, curtains, side lockers, radio pa cassette, wheel trims. Choice of two. MoT December 1993. **£37,000 + VAT**. Tel. Wainfleet Coaches, 0203 383243.

(29413/CS/LE)

**1981 LEOPARD SUPREME**, 12m, 53 (48R + 5), ZF 6 speed, Telma, radio PA, curtains, tinted windows, centre carpet, side lockers, excellent condition, **£12,500 + VAT ono**. 0726 822303.

(29865/CS/LE)

**LEYLAND LEOPARD DOMINANT IV**, 1983, 57 seater, semi auto, MoT March 1993, **£11,950 + VAT**. Tel. 0625 828708.

(29407/CS/LE)

## LEYLAND

**1989 LEYLAND TIGER** (CUMMINS) ALL AXTON PARAMOUNT 3200 12M. Choice of two.

**1989 LEYLAND TIGER** (TL11/260 BHP) PLAXTON PARAMOUNT 3200 12M. Choice of two.

**1989 (AUGUST) LEYLAND TIGER** (TL11/260 BHP) DUPLÉ 320 12M.

**1989 LEYLAND TIGER** (TL11/260 BHP) DUPLÉ 320 12M.

All coaches with 53 reclining seats, double glazed tinted side windows, pull-down blinds, Telma retarder and chassis autolube.

**MOSELEY (PCV) LTD**

**0302 330600**

(29875/CS/LE)

**1984 LEYLAND****ROYAL TIGER****PLAXTON 3500**

49 recliners + courier, toilet, drinks machine, TV, wired for video, driver's bunk, long MoT, very smart vehicle inside and out

**Tel: 0793 436067**

(29808/CS/LE)

**V REG BEDFORD**, 500 Duplé Dominant, 53 seats, full test, good condition, Bristol Dome, power door, **£4,500 + VAT**. R REG BEDFORD 330, 20 seater, tested till May '93, new seats, repanelled, **£2,500 + VAT**. Tel. 0207 71792 (Co Durham).

(29886/CS/LE)

**1983 LEYLAND TIGER** Paramount 3500, 48 recliners, continental door, toilet, boiler, Telma, excellent condition, **£23,000 ono**. Part ex possible for newer Volvo or DAF Executive. Tel. 0594 822110 day/eve.

(34237/CS/LE)

**1985 LEYLAND DOYAN S.A. EXEC**, 51 +, demountable, TV, video, long test, 400k only. Reasonable offers. Blythwood Motors. Tel. 041-221 3165 or 041 639 6107 evenings.

(32837/CS/LE)

**LEYLAND LEOPARD DUPLÉ**, V reg, taxed and tested, 51 seater, clean and tidy, **£5,500 + VAT**. Tel. (0254) 871878 or 384981.

(34233/CS/LE)

**LEYLAND. WANTED** - Leyland Nationals with Gardner engines, must be good condition. Cumbrae Coaches (0475) 530692.

(34128/VSG/VW)

## MAN

**JONCKHEERE DEAUVILLE 1990 (G)**

51 recliners, centre sunken toilet, monitor, boiler, fridge, MAN 290hp engine. Vehicle in daily use.

**Bargain price £69,995 + tyres + VAT**

**Tel. Bob Dunn, Dunn Line (0602) 784088**

(32810/CS/MAN)

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## MCW

**MCW METROLINER 1983**

51 recliners, all white, 12 months MoT, Cummins L10 engine, good reliable coach.

**£16,000 + VAT**

**Dunn Line**

**0602 784088**

(32809/CS/MCW)

**1984 MCW, CUMMINS L10**, 67 reclining, toilet, two fridges, h/c water, TV, fittings for two videos, pay phone, tables, MoT Sept 93, taxed 6 months, **£18,500 + VAT**, HP possible & possible part exchange. Tel. 0932 353339 (Surrey, Nr M25).

(29835/CS/MCW)

## MERCEDES

**NEW 811D** extended 33 service seats + 12 standees, 750mm glider door, latest Dip Tac steps, Allison auto, stock + new Merc 809D conversion, wide power door, 24 coach seats, good dual purpose vehicle, stock. Blythwood Motors, Glasgow. Tel. 041-221 3165 or 041-639 6107 evenings.

(32839/CS/ME)

**1991 MERCEDES 814D**, extended, turbo intercooler 134 bhp, semi-executive with 24 seats, wired and boxed for video, radio cassette/PA system, servery, wired for drinks machine, 4 tables with lamps, tinted windows, full draw curtains, forced air vents, very large boot, 60,000 kms only, **£33,000 + VAT**. Tel. 0606 832171.

(34247/CS/MER)

**NEW MERCEDES 711D** turbo luxury coach built, 28 seats, large boot, boot racks, power swivel door, stock, **£39,000**. NEW MERCEDES 709D, 29 service seats, 7 standees, coachbuilt, wide entrance door and passage, Eberspacher heating, Dip Tac, 2 weeks. Also 609 24 and 26 with or without power door. MERCEDES 410, 16 seats, immediate delivery. Tel. Blythwood Motors, on 041-221 3165 or 041-639 6107 evenings.

(32838/CS/ME)

**FORD T152**

9m, power door, 15,000 miles only, 12 s/s, reg Nov 82, immac, Ann Nov 93

**£7,250 + VAT**

**FORD**

53 str, reg May 79, Ann Sept 93, blue ext, Autumn int, very tidy throughout.

**£5,600 + VAT**

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**(0302) 328888**

(32834/CS/ME)

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15 coach moquette seats, tinted windows in frames, usual hi spec to include luggage racks, quadvent, saloon heater, radio/cassette, one only available.

**£21,250 or built at a lower specification £20,600**

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## SCANIA

1986

SCANIA PLAXTON  
4000

71-75 seats, VCR/TV, toilet,  
fridge, radio cassette,  
driver's bunk, tax, MoT.  
Choice of 2

£55,000 each

Ring M. Stephenson on  
(0793) 615266  
(34222/CS/SC)

## VAN HOOL

1984

Van Hool  
Alicron 815

49 recliners, double glazing,  
centre sunken toilet, TV/video,  
Webasto, ferry-lift, driver's  
bunk, private plate, MoT'd  
July '93, very good condition.

£26,000 + VAT

Tel. 085 52 229/220  
(Scot)  
(34119/CS/VAN)

## TOYOTA

TOYOTA  
OPTIMO

21 seats, 1989, MoT May 1993.  
Red stripe moquette,  
wired/boxed for tv/video/drinks  
machine, curtains, tinted  
windows, seat tables.  
Immaculate condition.

£23,000

0543 372247

(32812/CS/TO)

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## VOLVO

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VOLVO B10 MT  
TRI AXLE  
£65,000

Due to arrival of new vehicles we  
have this very nice coach for sale.  
Apart from being a cracker and eye  
catcher, this coach has 67 seats,  
5 monitors, drinks, toilet, CD  
system, Plaxton 4000 RS. In fact the  
all round super coach on the best  
running gear. Maintained to the  
highest standard. Work available  
with large tour firm. May take B58  
Volvo in part exchange.

Call Transport Manager on

0259 212802 (Scotland)  
(29899/CS/VO)

1984

## VOLVO

B10M Duple Caribbean,  
51 recliners, brown  
interior, rear continental  
door, radio cassette PA,  
red and white exterior,  
very good condition.

£28,000 ono

Tel. 08907 71283

(29897/CS/VO)

1987 B10M Duple 340, 55 seater,  
low driving position, blinds to win-  
dows, continental door, radio,  
MoT April 1993. Well maintained  
vehicle, £51,250. Tel. 0744 33275.  
(29412/CS/VO)

1984 VOLVO B10M Plaxton 3200,  
53 recliners, MoT 30/11/93. 1985  
VOLVO B10M Plaxton 3500, 49/53  
recliners, 3 star, MoT 7/11/93. 1986  
VOLVO B10M Plaxton 3200, 53 re-  
cliners, MoT 8/11/93. All good con-  
dition. Tel. 091-232 7304.  
(34230/CS/VO)

B58. Reg April 1979, Plaxton Sup-  
reme, 51 R seats, s/auto, Telma,  
Bristol Dome, power door, radio +  
p/a, p/plate, new test. £10,500 plus  
VAT. Tel. 0248 750304 North  
Wales. (30054/CS/VO)

VOLVO B58, 1978 V reg, 57 seats,  
taxed, MoT, arm rests, curtains,  
tinted windows, radio PA, power  
door, very clean vehicle, £12,950  
ono. Cornwall (0209) 717152.  
(29403/CS/VO)

VOLVO B58, 1976 Plaxton Sup-  
reme, Paramount front, 53 seats,  
MoT April 93, £7,000. Cumbrae  
Coaches (0475) 530692.  
(34127/CS/VO)

VOLVO B58 Plaxton Supreme 4,  
TV, video, toilet, drinks, fridge,  
tinted windows, recent trim, tax,  
MoT May, £12,000. Tel. 0706  
624646. (32822/CS/VO)



## 1988 VOLVO B10M

GL, Telma, ZF, Webasto, Plaxton 3500 4 star low  
driver, 49/53 reclining seats with tables and glove  
nets. Demountable toilet, continental door, aircraft  
lockers, Kix drinks machine/fridge, TV/video/radio,  
double glazed, sun blinds, full curtains, all rubber  
floor carpeted gangway, 3 large air extractors,  
bunk and through pannier lockers, airport lights,  
full 12 months MoT, superb condition, owned  
from new

£62,500 + VAT

Flights Coach Travel Ltd  
Birmingham 021 554 5232  
TWO SOLD - One remaining  
(29889/CS/VO)

1984 B10M Plaxton Paramount  
3500, 50 seats + courier, Telma,  
double glazed, PA/radio/tape,  
MoT March '93

The above vehicle has been  
operated and regularly  
serviced by us since new -  
full maintenance records  
available for inspection.

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0372 725252  
(29404/CS/VO)

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WADHAM STRINGER  
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24 seat community bus with  
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In exceptional condition inside  
and out. Must be seen.

£5,350 + VAT

Tel. 0422 375893  
or 0836 778777  
(29408/BS/SD)

1982 LEYLAND CUB, 31 seats, Duple  
Dominant service bus, new  
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£5,250 + VAT. Tel. Weekday  
069887 242, evenings or weekends  
069887 289/264. (34141/BS/SD)

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Driven and cared for by regular drivers. All  
with new or re-built engines.

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cliners + courier, 2 tables + seat-back  
tables, video, hot drinks, fridge, huge boot  
- and the sweet bit, certified as a minibus!  
£23,000

1989 (F) GL, 21 seater, all usual features,  
curtains cleaned and floor polished  
£23,500

1989 (G) GL, 21 seater as above, with fa-  
cility to convert to 19 seats + 2 tables,  
with hot drinks and cold cabinet £24,950

People to Places  
Coleshill Birmingham

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(29405/MM/MNC)

1983 MERCEDES 309D, 12 seater,  
coach seats, mint condition, 12  
months MoT. £2,900 + VAT ono.  
Tel. 061-203 5111. (34214/MM/MNC)

## MIDI COACHES

1989

## MERC 609

23 seater midicoach,  
electric power door,  
immaculate condition,  
MoT July 1993 - white

£18,000 + VAT

Tel. 0254 771893

(29839/MM/MC)

## MINIBUSES

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high top, inc. TV & Video.

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Mercedes 410 Lux 15/16 seat minibus, in TV, Video.

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factory conversion, J reg, Leyland  
DAF fsh, 29,000 miles as new.  
£11,750 + VAT. Tel. 091-488 1559.  
(30063/MM/MB)

1988 TRANSIT, 15 seater, passen-  
ger, good condition, MoT Oct '93,  
petrol, PSV, £5,000 + VAT ono.  
Tel. Newcastle 091-265 6747.  
(30089/MM/MB)

IVECO 49/10, 21 high back seats  
with destination equipment, pow-  
er door, 1986 (D), long MoT, excel-  
lent condition, £6,950 ono + VAT,  
choice. Tel. 0249 782401.  
(32821/MM/MB)



Choice of 9 Leyland Cubs  
1982/85 with/without tail-lifts  
with/without PSV, diesel  
22/31 seats, seat belts fitted  
All immaculate condition

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(32835/MM/MB)

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**814 MERCEDES PLAXTON**, 33 seats, luxury, power door, deep boot, side lockers. 2 weeks

**709 MERCEDES**, stage carriage, 29 seats plus 6 standees. 2 weeks

**USED**

**1991 TRANSIT 190 Turbo**, 16 seats.

**1989 MERCEDES 609**, 24 seat, luxury.

**1988 MERCEDES 609**, 27 seat, luxury.

**1989 FORD TRANSIT**, petrol, 15 seat, non PSV.

**1984 TRANSIT**, 16 seat, diesel.

**1980 TRANSIT**, 8 seat, petrol with tail-lift.

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**1986 D FORD TRANSIT**, 14 seats, petrol, s/door, white exterior, MoT Sept 93.

**1986 D MERCEDES 608D**, 21 seats, 7 standees, power door, MoT April 93.

**1983 Y MAN VANHOOL**, 38 seats, centre toilet/kitchen, courier seat, TV, video, MoT April 93.

**1978 T BEDFORD YMT Plaxton Supreme III**, 53 seats, power door, MoT Sept 93.

**1978 T BEDFORD YMT Duple Dominant**, bus body, 59 seats, luggage pen, MoT April 93.

**1988 (E) VOLVO B10M** Plaxton Paramount 3500, 49 seat coach, toilet, continental door, TV, video, radio PA, MoT April 93.

**1987 D BEDFORD** Plaxton Paramount 3200, 53 seats, power door, tinted windows, MoT May 93.

**1985 B VOLVO B10M**, Plaxton Paramount 3500, 50 seats, rear toilet, HP ZF auto gearbox, white exterior, MoT Sept 93.

**1984 A VOLVO B10M** Plaxton Paramount 3500, 53 seat coach, power door, tinted windows, double glazed, MoT April 93.

**1984 A BEDFORD YNT Duple Laser I**, 53 seats, power door, tinted windows, MoT Sept 93.

**1983 Y VOLVO B10M** Duple Dominant IV, 53 seats, power door, tinted windows, double glazed, MoT November 93.

**1979 PP VOLVO B58** Plaxton Supreme IV, 57 seats, power door, radio PA, MoT April 93.

**1978 S LEYLAND** Leopard Duple Dominant, 49 seats, semi auto, express doors, destination gear, MoT June 93.

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- 1988 E VOLVO B10M VAN HOOL ALIZEE H**, fully automatic gearbox, 49/53 reclining seats, courier seat, centre sunken toilet, continental door, Webasto heating, double glazing, Blaupunkt radio PA cassette .....£69,500
- 1988 E VOLVO B10M PLAXTON PARAMOUNT 3200**, 57 seats, pannier lockers, tinted glass, Telma retarder, radio PA cassette, new test.....£62,500
- 1985 PP VOLVO VAN HOOL ALIZEE H**, 53 reclining seats + courier, double glazing, Telma, Webasto, radio PA cassette .....£47,500
- 1985 B VOLVO B10M PLAXTON 3200**, 53 reclining seats + courier, Telma, radio PA cassette, side lockers, new test.....£36,000
- 1982 X VOLVO B10M PLAXTON VIEWMASTER**, 48 reclining seats + courier, rear sunken toilet, continental door, bunk, TV video, boiler, curtains, radio PA .....£22,500

### DAF

- 1988 E DAF SB2305 DUPLÉ 340 SL**, Splitter G/box, 57 reclining seats, Sutrak air conditioning, centre continental door, radio PA cassette .....£47,500
- 1981 DAF MB 200 DK TL JONCKHEERE BERMUDA**, 49 reclining seats, courier seat, drinks, bunk, radio PA, TV.....£17,500
- 1986 PP DAF BOVA FUTURA**, 49 reclining seats, centre sunken demountable toilet, with continental door, Webasto, bunk, curtains, new test, double glazing.....£44,500
- 1986 C DAF MB230 DKFL LAG Galaxy**, 51 reclining seats, courier seat, rear sunken toilet, continental door, tinted windows, radio PA cassette, Webasto.....£25,500
- 1986 DAF 2300 PLAXTON 3200**, 55 fixed seats, radio PA, power door, test Dec '93 .....£37,500

### LEYLAND

- 1986 C LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500**, 53 reclining seats, courier seat, ZF manual gearbox, radio PA cassette, curtains, immaculate. Choice of 3 .....£42,500

- 1986 C LEYLAND TIGER EXPRESS DUPLÉ 320**, 53 reclining seats + courier, curtains, side lockers, power door, radio PA, cassette, manual ZF .....£37,500
- 1985 PP LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500**, 49 reclining seats, courier seat, ZF manual, rear sunken toilet, tinted double glazing, Sutrak air con, Webasto, Telma, fridge, TV/video, boiler, carpets, curtains, immaculate .....£38,500

### SCANIA

- 1987 D SCANIA K112 10M, EAST LANCS**, fully automatic transmission, 33 seats, 3 large luggage pens.....£22,500
- 1986 C SCANIA K112 TRIAXLE JONCKHEERE P99**, 73 seater double decker, toilet, fridge, bunk, servery, double glazed, not been shuttled, very clean, low mileage.....£49,500
- 1985 PP SCANIA K112, BERKHOF ESPRITE**, 53 reclining seats, Webasto, tinted glass, large luggage capacity, Blaupunkt radio PA cassette, clean .....£35,000
- 1984 PP SCANIA K112 PLAXTON PARAMOUNT 3500**, 53/49 reclining seats, courier, demountable centre sunken toilet, Telma, Webasto, curtains ...£35,000

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- 1989 F TOYOTA CAETANO OPTIMO**, 21 seater, table, curtains, low mileage, immaculate .....£22,750
- 1989 F DENNIS JAVELIN DUPLÉ 320 SL**, 11 metre, 55 fixed seats, maximum luggage lockers, power door, tinted windows, radio PA, cassette, low mileage .....£45,000
- 1989 PP DENNIS JAVELIN DUPLÉ 320 GL**, 53 reclining seats + courier, rear sunken toilet, curtain, radio PA, power door, air conditioning, low mileage.....£57,500
- 1988 E MAN VAN HOOL ALIZEE 330**, MAN Intercooler, 7 speed gearbox, 49 reclining seats + courier, centre sunken toilet, continental door, drivers bunk, Webasto, TV/video, double glazing, test Nov '93.....£68,500
- 1987 E LAG PANORAMIC INTEGRAL**, 49 reclining seats, courier seat, centre sunken toilet, double glazing, Webasto, Telma, new test. Choice of three .....£49,500

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- 1988 DAF MB230 DKVL** 11.6 litre ZF gearbox, disc brakes, Duplé 320, 51 recliners, toilet, radio/pa, power door, grey interior, white exterior. This vehicle is as clean as a new pin, a driver's machine and credit to any fleet. **Aug '93 test.**
- 1985 LEYLAND TIGER 245**, 12 metre semi-automatic Berkhof Everest II, 53 Vogel recliners, curtains, radio/pa, power door, acres of luggage room, green interior, white exterior. A well-maintained coach which is a real eye-catcher. **Nov '93 test.**
- 1986 BEDFORD VNT**, 11 metre, 6-speed ZF gearbox, Duplé Laser, 53 retrimmed seats, radio/pa, power door, red/grey interior, cream interior. This coach is unmarked, clean and warm. **July '93 test.**
- 1982 VOLVO B68 ZF**, 12 metre, reconditioned engine, Duplé Dom IV, 53 recliners, double-glazed, curtains, power door. New panels and moulding, layout gives well updated appearance to a very good machine. Cream and brown exterior, autumn coloured interior. **Sept '93 test.**
- 1983 LEYLAND TIGER 245** semi-automatic, 11 metre Duplé Dom IV Express. 53 retrimmed coach seats. A sensible dual-purpose coach in good condition. Brown interior, cream exterior. **May '93 test.**
- 1981 LEYLAND LEOPARD 680** semi-auto 11 metre **Plaxton Supreme IV Express**. Reconditioned body, retrimmed seats, painted cream. Looks and goes very well. **Nov '93 test.**
- 1981 LEYLAND LEOPARD 680 ZF** 12 metre **Plaxton Supreme IV**. 53 recliners, very clean, radio/pa, curtains, brown interior, cream exterior. Reliable, good to drive. **Oct '93 test.**
- 1981 LEYLAND LEOPARD 680** semi-auto 11 metre **Willowbrook 003**. 49 seats, cream/brown exterior. Clean and healthy. **April '93 test.**
- 1981 FORD R1114 DUPLÉ DOMINANT II**, 53 seats, power door, painted white. Tidy bread and butter machine, not to be ashamed of. **May '93 test.**
- 1977 LEYLAND LEOPARD** semi-auto 11 metre **Dominant Express**. 53 seats in red/grey, repainted and painted white. Framework in decent order, as is the rest throughout. **Oct '93 test.**
- 1977 LEYLAND LEOPARD 680** manual. Power steering, Alexander body, 53 service seats, 24 standees. Clean condition, ideal for driver training and back-up machine. Choice of two. Quite acceptable for any contract and service route. **Dec '93 test.**
- 1987 DODGE 4-cylinder turbo automatic**. Northern Counties. Service seats, yellow and white exterior, brown interior. Neat and handy. **March '93 test.**
- 1988 FORD TRANSIT 2.5 Di 14 str**, cream exterior. Reliable and economical. **May '93 test.** (29894/VSG)

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- 1987 MERCEDES BENZ 0303 RHS**, 49 reclining seats and courier seat, offside rear continental door, saloon toilet, and including refrigerated air conditioning.
- 1987 VOLVO B10M BERKHOF ESPRIT**, 49 reclining seats and courier seat, toilet, continental door, excellent condition.
- 1986 LEYLAND TIGER 245**, Duplé Laser II, 53 reclining seats, curtains to side windows. Absolutely immaculate and a very special price. Long MoT.
- 1985 DAF SB2300 DHS VAN ROOJEN ODYSSEE** Rock'n'Roll band coach including: 44 seats, toilet, shower, hot/cold water, fridge, full servery, Telma retarder, brand new MoT. Available immediately!
- 1985 C MERCEDES 0303 RHS**, 53 reclining seats and courier seat, o/s rear continental door, full air conditioning, new MoT.
- 1984 DAF SBR2300 DHS JONCKHEERE JUBILEE P99**, dbler/decker Rock'n'Roll band coach including: 16 beds, toilet, full servery including microwave and fridge, upper lounge area, 20 reclining seats, 240V generator and Telma retarder and including full air conditioning, brand new MoT. Drive away today.
- 1981 DAF MB 200**, Plaxton Supreme IV, 50 reclining seats, long MoT, in first class condition for its year. Available now.
- 1981 W FORD R1114**, Plaxton Supreme IV GT, 51 reclining seats, tinted side windows, Jake brake, MoT March '93, available from stock immediately.
- 1977 VOLVO B58**, 12 metre Plaxton Viewmaster complete with Paramount front, 50 reclining seats, power door, radio and p/a, long MoT, this vehicle is immaculate and ready to drive away.

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**£8,500 + VAT**

**1982 VOLVO JONCKHEERE B58**. Auto gear box, air over leaf suspension, 49 recliners, toilet, coffee machine, TV, video, continental door, drivers bunk, Telma, C.O.F. Nov '93.

**£26,000 + VAT**

**1987 LEYLAND TIGER 260**. Duplé 320 body, 50 recliners, TV, coffee machine, fridge, servery, toilet.

**£36,000 + VAT**

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(29401/VSG)



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standees, wide power door and aisle, dip tac.NEW MERCEDES 811, diesel, extended  
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arm rest, power swivel door  
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boot, power door, lug rack, radio cassette, 3  
weeks. Also 26 manual door stock.NEW MERCEDES 410 and 408D, 16 high back  
face forward seats, 14 days, stock.NEW MERCEDES 709, manual, 29 + 7 standees.  
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2 weeksNEW MERCEDES 408D, 16 coach seats, stock.  
NEW MERCEDES 410D, 16 coach seats, Devon, stock.NEW TRANSIT 16 power door, high roof, coach  
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lug rack, stockNEW TRANSIT 16, diesel, 5-speed, s/door, stock  
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NEW TALBOT High roof, 14, luxury.NEW MERCEDES 709, 24 underfloor tail lift,  
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52 (K) MERCEDES 609, 24 coach, boot

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91 MERC 609D 24 power door, tested  
91 (J) LEYLAND DAF, 16 PSV, p/door, low  
mile, tested91 (J) TALBOT Tri Axle, 22 + 8 moquette  
91 TALBOT 12, PSV, diesel91 MERC 609, 24 ch seats, boot and p. door.  
90 TRANSIT 14, diesel, LWB, PSV.90 TRANSIT 12, diesel, SWB, PSV  
90 TALBOT TRI AXLE, 22 + 8 standees  
90 (H) MERCEDES, 24 coach spec.90 MERCEDES, 24 coach, 1 boot, tested.  
90 MERCEDES 609, 24 coach seats + boot.90 TRANSIT 16, p door + standees  
89 DUPL 425, 51/55 exec.89 DAF 425 & CUMMINS ENGINE, 51/55  
recliners, TV, d/gazed, courier seat, PA88 MERCEDES OPTARE, 33 seats, plus  
standees88 IVECO CARLYLE, 25, p. door,  
destination.88 MERCEDES 609, 26, p. door, tested.  
88 MERCEDES 811D, 27 coach spec.88 TRANSIT, 12 diesel, LWB, front entrance  
87 TRANSIT Petrol, 12, PSV, SWB.

87 MERCEDES 811 Turbo, 27 seats, tested

86 IVECO, 19 + 7 standees, service  
buses, manual box, tested86 TRANSIT Diesel, crew bus, 13 seats.  
86 RENAULT DODGE, 20 + standees,  
large entry door, Telma, auto, power  
steering, tested.86 LEYLAND CUB OPTARE, 33 plus  
standees86 SHERPA, 16 + standees service bus.  
85 TRANSIT 12, LWB, petrol, PSV.

85 IVECO 18 seats, Beja coach, tested

85 LEYLAND DOYAN SA, exec, 51 +  
demountable, TV video, long test, 400k  
only. Reasonable offers.85 DAF MB200 ALGARVE, 51 recliners,  
toilet, Splitter gearbox, new test84 MAN ASTRON, 60 seats, TV, toilet,  
full spec, tested84 VW High top, 14 seat, petrol, non PSV  
84 MCW DD Cummins, 73 seats, tested.84 NEOPLAN MERC 75 seat, full spec,  
V10 man box, new test83 VOLVO JOMCKHEERE EXEC, 48 +  
toilet, TV83 VOLV B10M BERKHOF, 49, toilet, TV  
83 DODGE R BURGESS, diesel, auto, 17 F  
door.83 TRANSIT 15 seat diesel, non PSV.  
82 GOLDLINER B10 VOLVO EXEC,  
46, toilet and servery82 VOLVO GOLDLINER, 53 recliners,  
d/gazed, courier79 FORD 45 Duple II, new test.  
79 V VOLVO Duple II, 48 rec, toilet, tested79 FORD TURBO Duple II, 35 seats, tested.  
79 V VOLVO UNICAR, 53 seat, tested.78 LEYLAND Duple Express, tested.  
78 LEYLAND AEC, 45 Plaxton, no test.

78 BEDFORD Plaxton, 53 clean tested

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Offer for sale the following Coaches and  
Mini Buses11/85 C LEYLAND TIGER Plaxton 3.5 S/A, 53 recliners, radio P/A  
£34,50010/83 A LEYLAND TIGER Plaxton 3.2, manual, 53 recliners,  
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seats + courier seat, Vwebasto, full air suspension, radio PA system,  
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back coach seats, full length parcel racks, extra deep boot + extra space  
at rear of coach, new radio, PA, MoT Sept 1993. Everything on this  
machine is almost as good as the day it was first purchased. £6,800  
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gardless of cost and will blush terribly if you should find a fault.

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1987 D REG DAF VAN HOOL ALIZEE, MB230, mid engine, 51/55 reclining  
seats, demountable toilet, Blaupunkt radio/cassette/PA, continental door, 6  
speed ZF splitter box, Telma & exhaust brakes, MoT March 93.1986 NEOPLAN PLAXTON 4000 GARDNER, 6 LYT engine, fully automatic  
gearbox, Plaxton 4000 body, fitted with 71 reclining seats, 2 tables, water  
boiler, sink, WC, wash room, cool box, MoT May 1993.

1 1980 FORD TURBO DUPL DOMINANT MK2, 53 seats, no MoT

1 1986 MCW, Cummins L10 engine, fully automatic, single door, 75 seats,  
toilet, MoT August 1993.1 1986 MCW, Cummins L10 engine, fully automatic, single door, 77 seats,  
toilet, MoT July 1993.

1985 FORD TRANSIT, Dormobile, 20 seats, service spec, MoT Aug 93.

1 1976 FORD 10 METRE TURBO PLAXTON, 45 seats, MoT May 1993.

For more details contact

Eddie Dickens, Sales Manager (29877/VSG)

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door, drinks boiler, curtains, radio/PA, Tempo 100, Telma/exhaust  
brake, courier seat, MoT 25/2/93 ..... £79,000 ono2 vehicles clean and tidy, and in good running condition,  
used everyday, ideal for contracts1982 MERCEDES 508, 21 moquette seats, MoT 26/4/93 + 4 spare  
wheels and tyres ..... £3,2501980 MERCEDES 407, 12 **SOLD** seats, MoT 12/12/92 .. £1,250

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(30052/VSG)

B10M VOLVO PLAXTON, 51/53  
seater, 1988 full spec, reclining  
seats, toilet, wired TV & video,  
MoT March 93.B10M VOLVO PLAXTON, 51  
seater, Nov 1989, full spec,  
reclining seats, toilet, wired TV &  
video, MoT Nov 93.LEYLAND LYNX service bus,  
Sept 1989, MoT Sept 93, 51  
seats, 24 standees, all vehicles  
in excellent condition.

For further details

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(29873/VSG)

V REG FORD Plaxton,  
53 seats, MoT Nov 93, air  
door, vgc ..... £5,000 ono1984 MERCEDES 608D,  
21 seats, deep boot, MoT  
Nov 93, vgc £7,750 onoTel: 0228  
710810

(29841/VSG)

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Sherpa LWB, 2.5 diesel, 20 + 2 standing,  
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seat, 6 months old, cost approx £550, Blaupunkt radio/cassette/PA,  
replacement parts ..... £22,750 + VAT1989 DAF SB2300 DHTD DUPL 320, 51/53 recliners, demountable servery,  
rear toilet, gangway carpet, one owner, good condition, MoT March '93 £55,000  
+ VAT1987 DAF BOVA FUTURA, high floor, 49 recliners + courier, double glazing,  
curtains, centre toilet, continental door, driver's bunk, 2 TVs & video fitted, all  
white, excellent condition ..... £55,500 + VAT1984 DAF DKFL MB200 DUPL CARIBBEAN, full exec, 49-seater + courier,  
MoT January '93, wired TV and video, first class condition, in every day  
use ..... £32,000 + VAT1984 VOLVO VAN HOOL, low driver, 49 seats, toilet, TV/video, coffee machine,  
private plate ..... £40,0001983 P90 B10M VOLVO, 58 seater, MoT April 10, TV, video, hot water boiler,  
toilet, fridge, please note px taken up to £12,000 ..... £30,000 ono1983 NEOPLAN SKYLINER MERCEDES V10, manual ZF, 6 speed, multi  
screen video, toilet, fridge, boiler, 77 reclining seats, fully refurbished, recondi-  
tioned engine, 2 owners from new, MoT Jan '93 ..... £38,000 + VAT1980 BEDFORD PJK, 29-seater, new front resprayed, new springs, tyres and  
brakes, long MoT ..... £6,000 + VAT

1980 BEDFORD YMT, 12 metre, Duple, 53 seats, new test ..... £7,500 + VAT

1979 BEDFORD YMT DUPL DOMINANT 11, 53 re-moquetted seats, MoT  
16/3/93 ..... £5,000 + VAT1979 BEDFORD PJK PLAXTON, 29 re-moquetted seats, MoT 18/5/93 £4,500 +  
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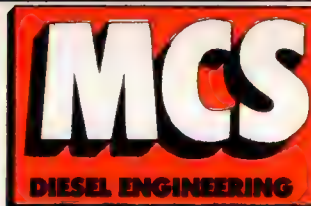
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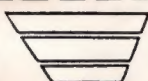
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**1. TENDERING LIST**

Centro subsidises socially necessary local bus services in the West Midlands area. A number of contracts are due for renewal during 1993.

Operators who may be interested in providing such services on a contract basis and who are not already on Centro's Tendering List are invited to write to the Passenger Services Manager at the address below before 11 January 1993.

**2. INFORMATION REGARDING THE OUTCOME OF TENDERS**

Information published in accordance with Sections 90(2) and 90(3) of the 1985 Transport Act and the Services Subsidy Agreements (Tendering) Regulations 1985 is available for inspection during normal office hours in the Reception Office at the address below.

**CENTRO**

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(29411/A/TEN)



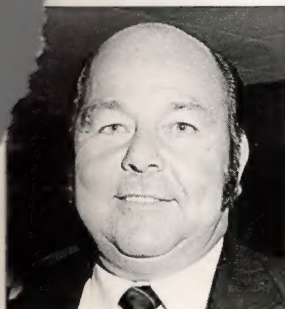
## Richard Simpson talks to Dawson Williams, chief executive of the newly-named British Bus plc

**I**NDUSTRY giant Drawlane has marked its change of ownership with a change of identity and become British Bus plc.

The British Bus empire encompasses operating companies, body manufacture and consultancy services. East Lancs Coachbuilders is the only part that will not turn in a profit this year, but chief executive Dawson Williams is still confident that it has a profitable future: "It's changing premises to an industrial estate building about a mile away from the existing works. The old premises will be run in parallel to the new factory because there is a full order book for 1993, but long-term there is interest in the old site."

There have been questions over the involvement of Drawlane directors in other companies. Overseas and acquisitions director, David Martin, for instance, has a stake in the Rhondda Bus company in south Wales.

Mr Williams said: "If the timing isn't right for the company, then a director can take the opportunity for himself."



Dawson  
Williams

On wider issues, Mr Williams believes that the privatisation of British Rail will force the Government to review its policy towards public transport in general.

"It is cars which must be subject to regulation, not public transport."

Drawlane is interested in taking a stake in a



British Bus is already well established in the capital through London & Country

privatised British Rail. Mr Williams explained: "If we can put together a pattern where end-to-end passengers can buy one ticket for a journey involving buses and trains we'd make travel very simple."

For this reason British Bus' interest is centred on the regional networks rather than BR's InterCity operations.

"There are also a lot of opportunities to convert underused and unprofitable rail lines into guided busways. We've done a lot of work on guided buses, and when the opportunity presents itself we'll be off."

The next couple of years will see a wealth of opportunities present themselves as the Government privatises what's left of the public sector bus industry. British Bus will be poised to take advantage.

"It's obvious that they can't deregulate the centre of London. It would cause traffic chaos. But the remainder of London is no different from anywhere else."

"We're well established in the area with tendered services through London & Country."

The still hazy nature of the proposals for the privatisation of London Buses Ltd does not worry Mr Williams: "We're content to take a flexible approach," he said. "After all, we bought London & Country without any property."

The best situation is to take over everything and then decide what you do and don't need. But if the cost of property can't be serviced by the operation that runs from it then the whole thing becomes a nonsense."

On municipal bus sales, Mr Williams said: "So much depends on the ambitions and perceived exit routes of the individuals who head these companies. Some have made money, tried retirement and didn't like it, others are still young and ambitious."

"We'd be interested in talking to any md not wishing to run his own buyout but wanting a joint venture."

Mr Williams accepts that the one municipal he would really like to buy - Leicester City Bus - will not be available to him because it competes directly with British Bus subsidiary Midland Fox.

"We don't have a preferred shopping list - we'll look at all companies on their merits, whether they are in profit or not."

The future for British Bus is expansion. Mr Williams hopes that in 10 years it will have grown from an operator of around 2,000 vehicles to a fleet of 3,500 - 4,000 buses at home with a similar number in Europe and more worldwide.

"The more attractive public transport can be made, the more it will be used," he said.

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- |                               |  |
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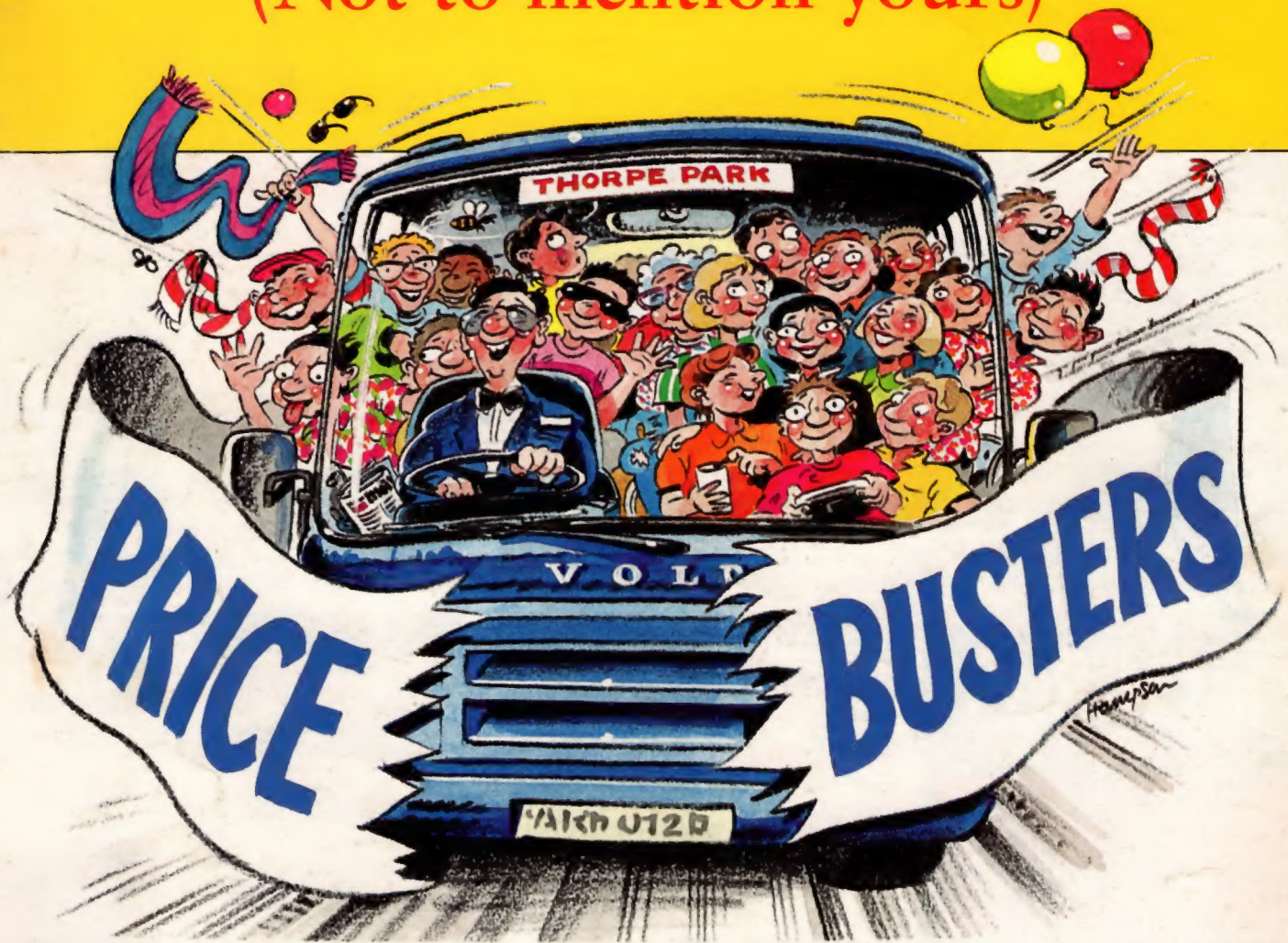
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